ARUP

Dublin City Council

Finglas Village Improvement Scheme

EIA Screening

Reference: FVIS-ARUP-XX-XX-RP-CH-0004

P01 | 07 February 2024

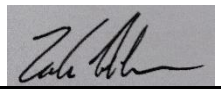
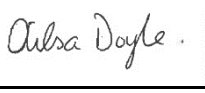
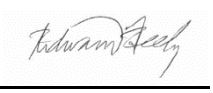
Job number 280280-00

Ove Arup & Partners Ireland Limited
50 Ringsend Road
Dublin 4
D04 T6X0
Ireland
arup.com

ARUP

Document Verification

Project title	Finglas Village Improvement Scheme
Document title	EIA Screening
Job number	280280-00
Document ref	FVIS-ARUP-XX-XX-RP-CH-0004
File reference	

Revision	**Date**	**Filename**	280280-00_EIA Screening Issue_2023_02_01.docx		
Issue	01 Feb 2023	**Description**	Issue		
			Prepared by	**Checked by**	**Approved by**
		Name	Zak Henderson	Ailsa Doyle	Eddie Feeley
		Signature			
Revised Issue	07/02/2024	**Filename**	280280-00_EIA Screening Issue_2023_01_15.docx		
		Description	Issue 2		
			Prepared by	**Checked by**	**Approved by**
		Name	Zak Henderson	Sinead Whyte	Sinead Whyte
		Signature			
		Filename			
		Description			
			Prepared by	**Checked by**	**Approved by**
		Name			
		Signature			

Issue Document Verification with Document ☑

Contents

Tables

Figures

Appendices

1. Introduction

Arup has prepared this Environmental Impact Assessment (EIA) Screening Report on behalf of Dublin City Council (DCC) for the proposed Finglas Village Improvement Scheme (hereafter referred to as 'the Proposed Development') in Finglas Village, Dublin.

The Proposed Development encompasses three junctions along the Seamus Ennis Road in Finglas including 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). At its widest point from the western arm of the Seamus Ennis/North Road junction west to the eastern arm of the Seamus Ennis Road/Clune Road/Glasanon Road, the Proposed Development extends for approximately 465m. From the northwestern arm of the Seamus Ennis Road/Jamestown Road junction south to the southern arm of the Jamestown Road/Main Street junction, the Proposed Development extends approximately 215m. Overall, the total distance of the Proposed Development is approximately 800m.

The Proposed Development aims to increase accessibility through Finglas Village for pedestrians and cyclists whilst improving the vehicle traffic environment with traffic calming measures. These include entry treatment to various junctions which involves the creation of tabletop structures to improve pedestrian accessibility. As part of the vision of the Proposed Development, numerous public realm enhancements will be undertaken which include pedestrianizing the Jamestown Road (south) junction arm at the junction with Seamus Ennis Road and the reconfiguring of Jamestown Road (south) to facilitate two-way traffic. To facilitate this development, localised removal existing infrastructure will be undertaken to implement the proposed alterations. The aim of this move is to create a village centre with the pedestrian as the focal point. Several planters will be replaced with raingardens (i.e., gardens of native wildflowers designed to absorb rain and surface water runoff and wildflower beds with integrated seating). These features will provide an aesthetically pleasing landscaping improvement and will also provide positive benefits to biodiversity and hydrology in the village centre. An overall depiction of the Proposed Development is included in Appendix A.

This document sets out the results of the EIA Screening and provides the competent authority / roads authority DCC with the information necessary to undertake the EIA screening assessment in respect of the Proposed Development and to make an EIA Screening Determination.

This report has been prepared by the following competent experts with appropriate expertise in Environmental Impact Assessment.

- Sinead Whyte

  Sinead is an Associate Director with Arup and has over 23 years' experience as an Environmental Consultant. She holds a MSc in Experimental Physics and is Chartered for over 15 years with the Institute of Water and Environmental Management. She has been involved in environmental assessments of numerous developments including of infrastructure, mixed use and residential development projects.

- Eddie Feely

  Eddie is an Associate with Arup and has over 22 years' experience as an Environmental Consultant. He holds a BSc in Environmental Pollution Science from the University of Glamorgan, UK and is a Member of the Institution of Environmental Sciences and is a Chartered Environmentalist. Eddie has managed the preparation of Environmental Impact Assessment Reports Statements for a number of large scale infrastructure, mixed use and residential development projects.

2. Legislation and Guidance

2.1 Introduction

This section outlines the relevant legislation and guidance reviewed in the compilation of this EIA Screening Report. The requirement for screening of sub-threshold developments is outlined in this section.

2.2 Legislation

The current requirements for EIA for projects are set out by the European Union in Council Directive 2011/92/EU on the Assessment of the Effects of Certain Public and Private Projects on the Environment, as amended by Directive 2014/52/EU. Further details are provided in Section 2.2.1 below.

The requirements of the 2014 EIA Directive were transposed into Irish 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 and S.I. No. 279/2019 – European Union (Roads Act 1993) (Environmental Impact Assessment) (Amendment) Regulations 2019. These Regulations resulted in amendments to the following legislation which are considered relevant to this project:

- The Planning and Development Act 2000, as amended
- The Planning and Development Regulations 2001, as amended
- The Roads Act 1993, as amended, as amended
- The Roads Regulations 1994, as amended

Further information on all relevant legislation is provided in Section 2.2.1- Section 2.2.3 below.

2.2.1 EIA Directive 2014/52/EU

A European Directive for EIA has been in force since 1985 since the adoption of Council Directive 85/337/EEC on the assessment of the effects of certain public and private projects on the environment.

The EIA Directive of 1985 has been amended three times by Council Directives 97/11/EC, 2003/35/EC and 2009/31/EC. It was ultimately codified and repealed by Council Directive 2011/92/EU on 13 December 2011. This Directive was further amended in 2014 by Council Directive 2014/52/EU which sets out the current requirements for member states on the assessment of the effects of certain public and private projects on the environment.

The EIA Directive sets out the requirements of the EIA process, including screening the need for an EIA. Projects listed in Annex I of the EIA Directive require a mandatory EIA whilst projects listed in Annex II require screening to determine as to whether an EIA is required.

The EIA Directive 2014/52/EU defines the term ‘project’ as meaning: “the execution of construction works or of other installations or schemes, - other interventions in the natural surroundings and landscape including those involving the extraction of mineral resources.”

Articles 4(4) and 4(5) of the EIA Directive set out the requirements for EIA screening of Annex II projects as follows:

> *"4(4) Where Member States decide to require a determination for projects listed in Annex II, the developer shall provide information on the characteristics of the project and its likely significant effects on the environment. The detailed list of information to be provided is specified in Annex IIA. The developer shall take into account, where relevant, the available results of other relevant assessments of the effects on the environment carried out pursuant to Union legislation other than this Directive. The developer may also provide a description of any features of the project and/or measures envisaged to avoid or prevent what might otherwise have been significant adverse effects on the environment.*
>
> *4(5) The competent authority shall make its determination, on the basis of the information provided by the developer in accordance with paragraph 4 taking into account, where relevant, the results of preliminary verifications or assessments of the effects on the environment carried out pursuant to Union legislation other than this Directive. The determination shall be made available to the public and:*
>
> *(a) where it is decided that an environmental effect assessment is required, state the main reasons for requiring such assessment with reference to the relevant criteria listed in Annex III; or*
>
> *(b) where it is decided that an environmental effect assessment is not required, state the main reasons for not requiring such assessment with reference to the relevant criteria listed in Annex III, and, where proposed by the developer, state any features of the project and/or measures envisaged to avoid or prevent what might otherwise have been significant adverse effects on the environment."*

2.2.2 Planning and Development Act and Planning and Development Regulations

The EIA Directive has been transposed into Irish law under the Planning and Development Act, 2000, as amended and the associated Planning and Development Regulations 2001, as amended and European Union (Planning and Development) (Environmental Impact Assessment) Regulations 2018.

Section 172 of the Planning and Development Act 2000, as amended, sets out the requirement for EIA.

The prescribed classes of development and thresholds that trigger a mandatory Environmental Impact Assessment are transposed from Annex I and II of the Directive and set out in Schedule 5 of the Planning and Development Regulations 2001, as amended.

Under the legislation, all projects (defined in Section 2.2.1) can be placed into one of the following categories with regard to the EIA process:

- Those that exceed the thresholds set out in the legislation and therefore have a mandatory requirement to prepare an EIAR;
- Those projects that are sub-threshold must be assessed on a case-by-case basis to determine whether or not they are likely to have significant effects on the environment; and
- Projects that fall under Annex II (13) (a) of the EIA Directive where any change or extension of projects listed in Annex I or Annex II, already authorised, executed in the process of being executed.
- The information to be provided by the applicant or developer for the purposes of screening sub-threshold development for EIA is set out in Schedules 7 and 7A of the Planning and Development Regulations 2001, as amended.

2.2.3 The Roads Act 1993 and Road Regulations 1994

The Roads Act 1993, as amended, and the Road Regulations 1994 provide the prescribed classes of road developments that trigger a mandatory EIA. Under Section 2 of the Roads Act, a "road" is defined as:

"(a) any street, lane, footpath, square, court, alley or passage,

(b) any bridge, viaduct, underpass, subway, tunnel, overpass, overbridge, flyover, carriageway (whether single or multiple), pavement or footway,

(c) any weighbridge or other facility for the weighing or inspection of vehicles, toll plaza or other facility for the collection of tolls, service area, emergency telephone, first aid post, culvert, arch, gulley, railing, fence, wall, barrier, guardrail, margin, kerb, lay-by, hard shoulder, island, pedestrian refuge, median, central reserve, channeliser, roundabout, gantry, pole, ramp, bollard, pipe, wire, cable, sign, signal or lighting forming part of the road, and

(d) any other structure or thing forming part of the road and –

(i) necessary for the safety, convenience or amenity of road users or for the construction, maintenance, operation or management of the road or for the protection of the environment, or (ii) prescribed by the Minister"

Section 50(1)(a) of the Roads Act sets out the threshold for mandatory EIA which states:

'A road development that is proposed that comprises any of the following shall be subject to an environmental impact assessment:

(i) the construction of a motorway;

(ii) the construction of a busway;

(iii) the construction of a service area;

(iv) any prescribed type of road development consisting of the construction of a proposed public road or the improvement of an existing public road'.

The 'prescribed types of road development' under Section 50(1)(a)(iv) of the Roads Act 1993, as amended, are set out in Part V Environmental Impact Assessment of the Road Regulations 1994 (S.I. No. 119 of 1994), as amended, which states the following:

'(8). The prescribed types of proposed road development for the purpose of subsection (1)(a)(iv) of section 50 of the Act shall be -

(a) the construction of a new road of four or more lanes, or the realignment or widening of an existing road so as to provide four or more lanes, where such new, realigned or widened road would be eight kilometres or more in length in a rural area, or 500 meters or more in length in an urban area;

(b) the construction of a new bridge or tunnel which would be 100 meters or more in length'.

Section 50(1)(e) of the Environmental Impact Assessment of the Road Regulations 1994, as amended, states that the road authority shall take into account the relevant selection criteria specified in Annex III (of the EIA Directive) in making its EIA Screening determination (see below).

Annex III of the EIA Directive

SELECTION CRITERIA REFERRED TO IN ARTICLE 4(3) (CRITERIA TO DETERMINE WHETHER THE PROJECTS LISTED IN ANNEX II SHOULD BE SUBJECT TO AN ENVIRONMENTAL IMPACT ASSESSMENT)

1. Characteristics of projects

The characteristics of projects must be considered, with particular regard to: (a) the size and design of the whole project; (b) cumulation with other existing and/or approved projects; (c) the use of natural resources, in particular land, soil, water and biodiversity; (d) the production of waste; (e) pollution and nuisances; (f) the risk of major accidents and/or disasters which are relevant to the project concerned, including those caused by climate change, in accordance with scientific knowledge; (g) the risks to human health (for example due to water contamination or air pollution).

2. Location of projects

The environmental sensitivity of geographical areas likely to be affected by projects must be considered, with particular regard to: (a) the existing and approved land use; (b) the relative abundance, availability, quality and regenerative capacity of natural resources (including soil, land, water and biodiversity) in the area and its underground; (c) the absorption capacity of the natural environment, paying particular attention to the following areas: (i) wetlands, riparian areas, river mouths; (ii) coastal zones and the marine environment; (iii) mountain and forest areas; (iv) nature reserves and parks; (v) areas classified or protected under national legislation; Natura 2000 areas designated by Member States pursuant to Directive 92/43/EEC and Directive 2009/147/EC; (vi) areas in which there has already been a failure to meet the environmental quality standards, laid down in Union legislation and relevant to the project, or in which it is considered that there is such a failure; (vii) densely populated areas; (viii) landscapes and sites of historical, cultural or archaeological significance.

3. Type and characteristics of the potential impact

The likely significant effects of projects on the environment must be considered in relation to criteria set out in points 1 and 2 of this Annex, with regard to the impact of the project on the factors specified in Article 3(1), taking into account: (a) the magnitude and spatial extent of the impact (for example geographical area and size of the population likely to be affected); (b) the nature of the impact; (c) the transboundary nature of the impact; (d) the intensity and complexity of the impact; (e) the probability of the impact; (f) the expected onset, duration, frequency and reversibility of the impact; (g) the cumulation of the impact with the impact of other existing and/or approved projects; (h) the possibility of effectively reducing the impact.

2.3 Guidance

A review of the above legislation was undertaken for the purpose of this EIA screening report. The following guidance documents have also been considered during the preparation of this report:

- National Transport Authority (NTA) (2023) Guidance for EIA and AA Screening of Active Travel Projects Funded by the NTA;
- Department of Housing, Planning, Community and Local Government (2018) Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment;
- Department of Housing, Planning, Community and Local Government (2017) Transposition of 2014 EIA Directive (2014/52/EU) in the Land Use Planning and EPA Licencing Systems;
- Department of Housing, Planning, Community and Local Government (2017) Implementation of Directive 2014/52/EU on the effects of certain public and private projects on the environment (EIA Directive): Advice on the Administrative Provisions in Advance of Transposition;

- Department of the Environment, Heritage and Local Government (2003) Environmental Effect Assessment (EIA) Guidance for Consent Authorities regarding Sub-Threshold Development;
- Environmental Protection Agency (2022) Guidelines on the Information to be contained in Environmental Impact Assessment Reports (May 2022);
- European Commission (2017) Guidance on EIA Screening;
- The Department of Housing Planning and Local Government's (2018) Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment;
- The Department of the Environment, Heritage and Local Government (2003) Environmental Impact Assessment (EIA) Guidance for Consent Authorities regarding Sub-threshold Development;
- Office of the Planning Regulator (OPR) (2021) OPR Practice Note PN02 Environmental Impact Assessment Screening.

The NTA guidance is the most recent and relevant to this EIA screening and further information is provided in Section 2.3.1.

2.3.1 NTA Guidance for EIA and AA Screening of Active Travel Projects Funded by the NTA,

The NTA published document Guidance for EIA and AA Screening of Active Travel Projects Funded by the NTA in 2023.

The guidance describes the step-by-step approach to EIA screening, as outlined below:

Step 1. Understanding the Proposal

- Is the proposal a 'project' within the meaning of the EIA Directive?

Determine whether a proposal is a 'project' described in the EIA Directive and thus whether the EIA Directive applies.

- Is the project a 'sub-threshold development'?
  - If the project is not of a class of development in Schedule 5, Parts 1 and 2 of the Planning and Development Regulations 2001, as amended, it is not 'subthreshold development', no EIA or EIA screening is required.
  - If the proposed project is of a class set out in Schedule 5, Part 1 or Part 2 of the Planning and Development Regulations 2001, as amended, and does meet or exceed the relevant thresholds in Part 2 or where no threshold applies, or the thresholds in relation to "road development" set out in the Roads Act 1993 and Road Regulations 1994, a mandatory EIAR is required.
  - If the proposed project is of a class set out in Schedule 5, Part 2 of the Planning and Development Regulations 2001, as amended, or the Roads Act 1993 and Road Regulations 1994, but does not meet or exceed the relevant threshold, it is a 'sub-threshold development' and must be screened for EIA.

Step 2. Preliminary Examination

Where a development is 'sub-threshold', a preliminary examination, of, at least, the nature, size, or location of the development to conclude if there is a likelihood of significant effects on the environment, must be carried out.

Step 3. EIA Screening Determination

Where the requirement to carry out EIA is not excluded at preliminary examination stage, or where Schedule 7A information has been submitted by the applicant, the competent authority must carry out a screening determination. The screening determination can only be carried out on the basis of the Schedule 7A information which the competent authority must request if not already submitted.

3. EIA Screening Methodology

The screening methodology applied in this EIA Screening report follows the structured approach provided for in the NTA guidance as set out in Section 2.3.1

3.1 Step 1: Understanding the Proposal

As outlined in Section 3, the first step of EIA Screening is to understand the proposal.

3.1.1 A- Is the proposal a 'project' within the meaning of the EIA Directive?

The EIA Directive 2014/52/EU defines the term 'project' as meaning: "the execution of construction works or of other installations or schemes, - other interventions in the natural surroundings and landscape including those involving the extraction of mineral resources."
As outlined in Section 1, the Proposed Development involves the removal of existing infrastructure at the junctions of Seamus Ennis Road/North Road, Seamus Ennis Road/Clune Road/Glasanon Road and the Jamestown Road/Seamus Ennis Road. The Proposed Development aims to implement infrastructure to support pedestrian and cyclist access throughout the Proposed Development and seeks to enhance the flow of traffic through Finglas Village. Thus, the proposed works are considered to constitute a 'project' under the meaning of the EIA Directive. The EIA Directive does apply to the proposed works.

3.1.2 B- Is the project a 'sub-threshold development'?

This step requires an evaluation of both the Planning and Development Regulations 2001, as amended, and the Roads Act and Roads Regulations, as amended, to determine if mandatory EIA is required, or whether the Proposed Development needs to be screened for EIA.

Planning and Development Regulations 2001

The prescribed classes of development and thresholds that trigger a mandatory Environmental Impact Assessment are set out in Part 1 and Part 2 of Schedule 5 of the Planning and Development Regulations 2001, as amended. A review of the project types listed in the aforementioned Schedule 5 has been carried out.

The Proposed Development is not a project type/class listed in Part 1 of Schedule 5 of the Planning and Development Regulations 2001, as amended. Thus, a mandatory EIA is not required under this class.

The Proposed Development is not a project type/class listed in Part 2 of Schedule 5 of the Planning and Development Regulations 2001, as amended. However, Part 2(15) of the Regulations states that

"Any project listed in this Part which does not exceed a quantity, area or other limit specified in this Part in respect of the relevant class of development, but which would be likely to have significant effects on the environment, having regard to the criteria set out in Schedule 7."

Part 2(15) of the Regulations ultimately requires the competent authority to determine, in the case where a project is considered 'sub-threshold' to the projects listed in Part 2 of Schedule 5, whether the project would likely give rise to significant effects on the environment.

The site area of the Proposed Development measures approximately 1.65ha and is located along the Seamus Ennis Road in Finglas Village.

Having regard to Part 2(15) of Schedule 5 of the Regulations, the Proposed Development could be considered sub-threshold urban development involving an area of 10 hectares in a built-up area, in respect of Part 2(10)(iv) of the Regulations:

"(iv) Urban development which would involve an area greater than 2 hectares in the case of a business district, 10 hectares in the case of other parts of a built-up area and 20 hectares elsewhere."

The Proposed Development constitutes an urban development in other parts of a built up area. However, as the site is less than the 10-hectare threshold, the Proposed Development is considered a sub-threshold urban development.

Section 103 of the Planning and Development Regulations 2001, as amended sets out the requirements for screening a sub-threshold planning application for EIA as follows:

103.(1) (a) Where a planning application for sub-threshold development is not accompanied by an EIAR, the planning authority shall carry out a preliminary examination of, at the least, the nature, size or location of the development.

(b) Where the planning authority concludes, based on such preliminary examination, that—

(i) there is no real likelihood of significant effects on the environment arising from the Proposed Development, it shall conclude that an EIA is not required,

(ii) there is significant and realistic doubt in regard to the likelihood of significant effects on the environment arising from the Proposed Development, it shall, by notice in writing served on the applicant, require the applicant to submit to the authority the information specified in Schedule 7A for the purposes of a screening determination unless the applicant has already provided such information, or

(iii)there is a real likelihood of significant effects on the environment arising from the Proposed Development, it shall—

(I) conclude that the development would be likely to have such effects, and

(II) by notice in writing served on the applicant, require the applicant to submit to the authority an EIAR and to comply with the requirements of article 105.

(1A) (a) Where an applicant is submitting to the planning authority the information specified in Schedule 7A, the information shall be accompanied by any further relevant information on the characteristics of the Proposed Development and its likely significant effects on the environment, including, where relevant, information on how the available results of other relevant assessments of the effects on the environment carried out pursuant to European Union legislation other than the Environmental Impact Assessment Directive have been taken into account

(b) Where an applicant is submitting to the planning authority the information specified in Schedule 7A, the information may be accompanied by a description of the features, if any, of the Proposed Development and the measures, if any, envisaged to avoid or prevent what might otherwise have been significant adverse effects on the environment of the development.

The information provided in this report provides details on the characteristics of the Proposed Development and its likely significant effects (if any) on the environment. It provides the relevant details under each of the criteria set out in Schedule 7A of the Planning and Development Regulations 2001, as amended. This information will assist the competent authority / roads authority, DCC, to make a screening determination under Section 103 of the Planning and Development Regulations 2001, as amended.

Thus, as the proposed works can be considered to constitute 'sub-threshold' development with regards Part 2(10)(iv) of the Regulations, an assessment is required to be carried out to determine if the proposed works have the potential to give rise to significant effects on the environment.

Roads Act 1993, as amended

As noted in Section 2.2.3 above, Section 50 (1) of the Roads Act (1993) (as substituted by S.I No. 279 of 2019 and amended by S.I. 486 of 2019) specifies road developments for which an Environmental Impact Assessment is mandatory in Section 50(1)(a).

The Proposed Development does not comprise the construction of a motorway, busway or service area as defined in the Roads Act (1993), as amended.

The Proposed Development does not involve the "the construction of a new road of four or more lanes, or the realignment or widening of an existing road so as to provide four or more lanes, where such new, realigned or widened road 500 metres or more in length in an urban area;" No roads will be widened to four or more traffic lanes and no new four lane roads, bridges or tunnels will be constructed. Therefore, the Proposed Development does not constitute a 'prescribed type of road development' under section 50(1)(a)(iv) as set out in Part V of the Environmental Impact Assessment of the Road Regulations 1994 (as amended).

The Proposed Development is not in a class listed in section 50 (1) of the Roads Act (1993), as amended, and it does not equal or exceed the thresholds set down in articles (8a) or (8b) of Roads Regulations 1994, as amended. Consequently, a mandatory EIA is not required.

The Proposed Development is, considered to be 'sub-threshold' with regards the 'prescribed types of road development' set out in Part V Environmental Impact Assessment of the Road Regulations 1994, as amended, and an EIA Screening assessment is therefore required to determine if the Proposed Development has the potential to give rise to significant environmental effects.

3.2 Step 2: Preliminary Examination and Conclusion

Table 1 and Table 2 summarise the preliminary examination based on the information provided in Section 4 of this Report, on the nature, size and location of the Proposed Development.

Table 1 Preliminary Examination

Preliminary Examination		
	Comment	**Yes/No/Uncertain**
Nature of the development: Is the nature of the Proposed Development exceptional in the context of the existing environment?	The nature of the development is not exceptional in the context of the existing environment. The proposed Finglas village improvement scheme aims to facilitate bus priority and active travel modes through public realm improvements. The location of the scheme is within a mix of commercial and residential land uses.	No
Will the development result in the production of any significant waste, or result in significant emissions or pollutants?	Given the size of the Proposed Development, significant waste, emissions or pollutants are not expected to arise as a result of the works. However, St Canice's Girls National School is situated adjacent to the southern border of the Proposed Development approximately 70m to the east of the Seamus Ennis/Jamestown Road junction. Finglas Childcare Ltd. is also situated approximately 40m north of the Proposed Development on North Road. There is the potential for localised dust and noise emissions to impact on these sensitive receptors.	Uncertain
Size of the development: Is the size of the Proposed Development exceptional in the context of the existing environment?	The Proposed Development is not exceptional in the context of the existing environment. The Proposed Development encompasses an area of approximately 1.65ha.	No
Are there cumulative considerations having regard to other existing and/or permitted projects?	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). 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 of the proposed development and of these permissions/applications and the mitigation	No

Preliminary Examination		
	Comment	**Yes/No/Uncertain**
	measures to be applied to minimise any potential environmental impact associated with those schemes, no significant adverse cumulative impacts are likely to arise.	
Location: Is the Proposed Development located on, in, adjoining or does it have the potential to impact on an ecologically sensitive site or location?	There are 15 designated sites within 15km of the proposed works, eight Special Protection Areas (SPAs) and nine Special Conservation Areas (SACs). The nearest designated site is 5.5km to the southeast (South Dublin Bay and River Tolka Estuary SPA). The site of the Proposed Development is not within the boundary of any Natura 2000 sites.	No
Does the Proposed Development have the potential to affect other significant environmental sensitivities in the area?	There are no other significant environmental sensitivities in the area.	No

Table 2 Conclusion of Preliminary Examination

Conclusion of Preliminary Examination		
Based on a preliminary examination of the nature, size or location of the development: (Tick as appropriate)		
There is no real likelihood of significant effects on the environment. EIA is not required.	There is real likelihood of significant effects on the environment. An EIAR is required.	There is significant and realistic doubt regarding the likelihood of significant effects on the environment. Proceed to Screening Determination.
		X

As noted in Table 2**,** the conclusion of Arup's preliminary examination is that the nature, scale and location of the Proposed Development is such that there is significant and realistic doubt regarding the likelihood of significant effects on the environment arising from the Proposed Development.

Thus, full EIA Screening is warranted.

As outlined in Section 2.2.2, the information to be provided for the purposes of screening sub-threshold development for EIA, under the Planning and Development Regulations 2001, as amended, is set out in Schedule 7A of the same Regulations.

As outlined in Section 2.2.3, the Road Regulations 1994, as amended, states that the road authority shall take into account the relevant selection criteria specified in Annex III (of the EIA Directive) in making its EIA Screening determination.

Section 4 - Section 6 of this EIA Screening Report sets out the information required under both Schedule 7A of the Planning and Development Regulations 2001, as amended, and Annex III of the EIA Directive, under the following headings:

- Characteristics of the Proposed Development;
- Location of the Proposed Development;
- Type and Characteristics of Potential Effects.

It is noted that the information set out in Schedule 7A of the Planning and Development Regulations 2001, as amended, is derived from Annex III of the EIA Directive. and thus the information requirements largely align.

Table 3 identifies the relevant sections of this EIA Screening Report where the required information is set out.

Table 3 Required information outlined in Schedule 7A and Annex III

Schedule 7A information (Planning and Development Regulations)	Annex III of EIA Directive (Road Regulations)	Section of this EIA Screening Report where this is addressed
1. A description of the Proposed Development, including in particular— (a) a description of the physical characteristics of the whole Proposed Development and, where relevant, of demolition works, and (b) a description of the location of the Proposed Development, with particular regard to the environmental sensitivity of geographical areas likely to be affected.	1. Characteristics of projects The characteristics of projects must be considered, with particular regard to: (a) the size and design of the whole project; (b) cumulation with other existing and/or approved projects; (c) the use of natural resources, in particular land, soil, water and biodiversity; (d) the production of waste; (e) pollution and nuisances; (f) the risk of major accidents and/or disasters which are relevant to the project concerned, including those caused by climate change, in accordance with scientific knowledge; (g) the risks to human health (for example due to water contamination or air pollution).	Section 5-Characteristics of the Proposed Development
2. A description of the aspects of the environment likely to be significantly affected by the Proposed Development.	2. Location of projects The environmental sensitivity of geographical areas likely to be affected by projects must be considered, with particular regard to: (a) the existing and approved land use; (b) the relative abundance, availability, quality and regenerative capacity of natural resources (including soil, land, water and biodiversity) in the area and its underground; (c) the absorption capacity of the natural environment, paying particular attention to the following areas: (i) wetlands, riparian areas, river mouths; (ii) coastal zones and the marine environment; (iii) mountain and forest areas; (iv) nature reserves and parks; (v) areas classified or protected under national legislation; Natura 2000 areas designated by Member States pursuant to Directive 92/43/EEC and Directive 2009/147/EC; (vi) areas in which there has already been a failure to meet the environmental quality standards, laid down in Union legislation and relevant to the project, or in which it is considered that there is such a failure; (vii) densely populated areas; (viii) landscapes and sites of historical, cultural or archaeological significance.	Section 4- Location of the Proposed Development
3. A description of any likely significant effects, to the extent of the information available on such effects, of the Proposed Development on the environment resulting from— (a) the expected residues and emissions and the production of waste, where relevant, and (b) the use of natural resources, in particular soil, land, water and	3. Type and characteristics of the potential impact The likely significant effects of projects on the environment must be considered in relation to criteria set out in points 1 and 2 of this Annex, with regard to the impact of the project on the factors specified in Article 3(1), taking into account: (a) the magnitude and spatial extent of the impact (for example	Section 6- Type and Characteristics of Potential Effects

Schedule 7A information (Planning and Development Regulations)	Annex III of EIA Directive (Road Regulations)	Section of this EIA Screening Report where this is addressed
biodiversity.	geographical area and size of the population likely to be affected); (b) the nature of the impact; (c) the transboundary nature of the impact; (d) the intensity and complexity of the impact; (e) the probability of the impact; (f) the expected onset, duration, frequency and reversibility of the impact; (g) the cumulation of the impact with the impact of other existing and/or approved projects; (h) the possibility of effectively reducing the impact.	

3.3 Step 3: Formal Screening Determination

Following the results of Step 1 and Step 2 outlined in Sections 3.1 and 3.2 respectively, a formal screening determination must take place. Sections 4 to 6 provides the relevant details under each of the criteria set out in Schedule 7A of the Planning and Development Regulations 2001 to 2018. This information will assist the competent authority / roads authority, DCC to make a screening determination under Section 103 of the Planning and Development Regulations 2001 to 2018.

The final determination on EIA Screening will be made by DCC, as the competent authority / roads authority.

4. Location of the Proposed Development

This Section describes the location of the Proposed Development, in accordance Schedule 7A of the Planning and Development Regulations 1993, as amended, and Annex III of the EIA Directive.

a. Generally describe the location of the site and its surroundings:

The Proposed Development is situated within Finglas Village, which is located approximately 5km north-west of Dublin City Centre. Refer to Figure 1 and Figure 2 for the location of the Proposed Development. The study area of the Proposed Development comprises roads, footpaths and other areas of hardstanding in Finglas Village.

St Canice's Girls National School is situated adjacent to the southern boundary to the immediate east of the Seamus Ennis Road and Jamestown Road Junction. Finglas Childcare Ltd. is also situated approximately 40m north of the Seamus Ennis Road and North Road Junction. There is a Supervalu and a Bank of Ireland located adjacent to the Seamus Ennis Road and Jamestown Road Junction. Both the Finglas Library and An Post Office are situated on the eastern edge of the Jamestown South Road. The Finglas Village Centre shopping centre is also located approximately 100m to the south of the Proposed Development respectively. See Figure 2 below. Refer also to Drawing No. FVIS_ARUP-ZZ-ZZ-DR-CH0100-00 in Appendix A which shows the detail of the proposed improvement scheme.

The Road Network

The road network through and in the immediate vicinity of the study area is presented in Figure 2. The Proposed Development starts from the western junction of North Road / Seamus Ennis Road and continues east along the Seamus Ennis Road throughout the Proposed Development. 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 / Glasanaon 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 / Glasanaon 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.

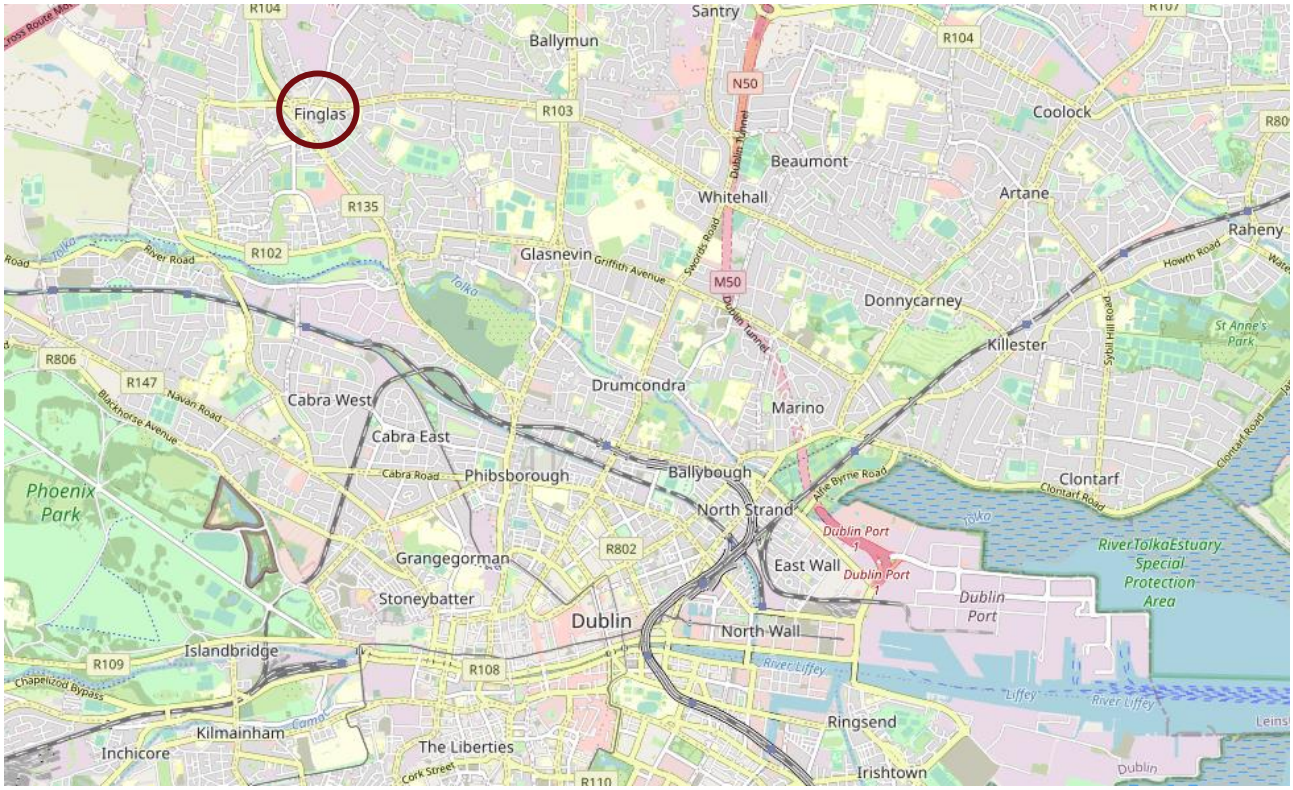


Figure 1 Location of the Proposed Development in the wider Dublin City Context

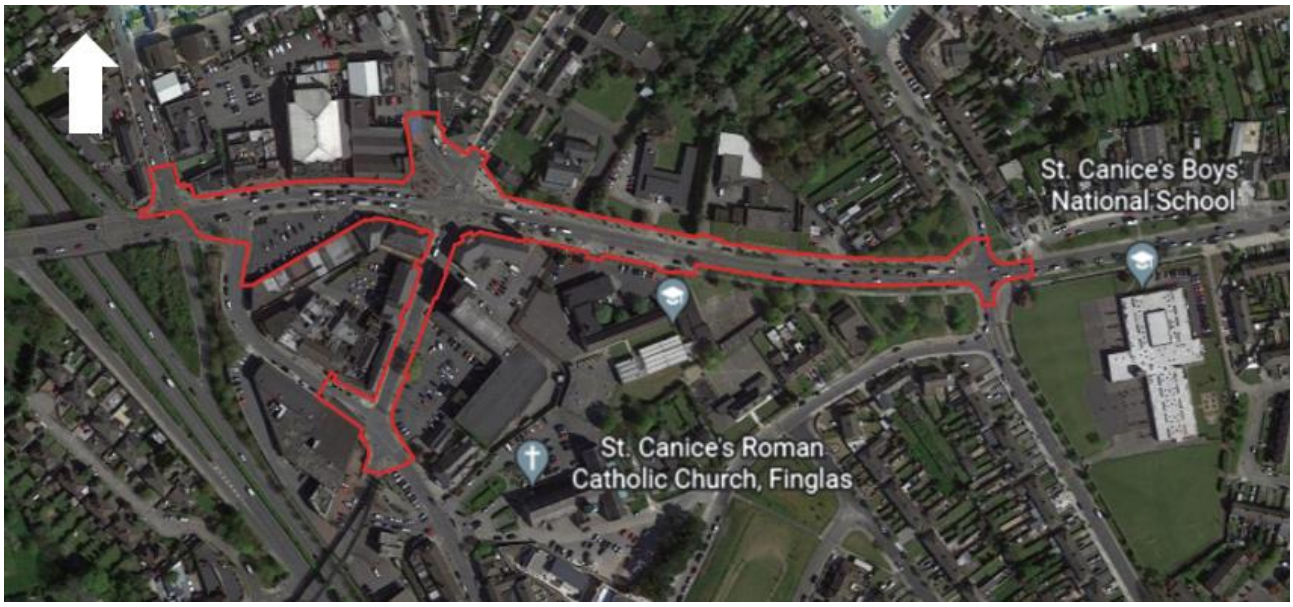


Figure 2 The Proposed Development site (Source: Google Maps) | not to scale

b. Is the project located within, close to or has it the potential to impact on any site specified in Article 103(3)(a)(v) of the Regulations:

   – European site

   – NHA/pNHA

   – Designated Nature Reserve

- Designated refuge for flora or fauna
- Place, site or feature of ecological interest, the preservation, conservation, protection of which is an objective of a development plan/ local area plan/ draft plan or variation of a plan.

The Proposed Development is not within the boundary of any Natura 2000 sites. The nearest designated site is 5.7km to the southeast of the study area (South Dublin Bay and River Tolka Estuary SPA).

The nearest NHA to the site is the Skerries Island NHA, which is located approximately 24.2km to the north-east of the site. The nearest pNHAs to the site is the Royal Canal which is approximately 1.8km south of the site.

There are no nature reserves, or nature designated areas of refuge for flora or fauna at or near the site of the Proposed Development. The site is not considered to be of significant ecological interest – refer to Section 6.2 for further information.

c. Are there any other areas on or around the location that are important or sensitive for reasons of their ecology e.g. wetlands, watercourses or other waterbodies (including riparian areas and river mouths), the coastal zone and the marine environment, mountains, forests or woodlands, that could be affected by the project?

As illustrated in Figure 2 above, the site of the Proposed Development is located in an urbanised area in north-west Dublin. As such there are no other areas on or around the site that are considered important or sensitive for reasons of their ecology.

d. Is the proposal likely to be highly visible to many people? Are there any areas or features of high landscape or scenic value on or around the location, or are there any routes or facilities that are used by the public for recreation or other facilities which could be affected by the proposal?

As previously noted, the Proposed Development is a main thoroughfare through an urbanised area in Finglas Village, north-west Dublin. The study area of the Proposed Development is surrounded by a range of commercial and community premises, as described in Section 6.1. The proposal will therefore be visible to many people. Refer to Section 6.4 for an appraisal of potential landscape and visual impacts.

The site is not considered to be of significant landscape character significance.

e. Are there any areas or features of historic or cultural importance on or around the location that could be affected by the project?

There are no Architectural Conservation Areas (ACAs) located within proximity of the site. Neither are there any protected structures or recorded monuments located within or adjacent to the site boundary.

Refer to Section 6.3 for further information on historic features.

f. Are there areas within or around the location which are densely populated or built-up, or occupied by sensitive land uses e.g. hospitals, schools, places of worship, community facilities that could be affected by the proposal?

The study area of the Proposed Development is surrounded by a range of commercial and community premises (described in Section 6.1). Those in direct proximity to the Proposed Development include the St Canice's Girls National School and St Canice's Girls Primary School. St Canice's Boys National School and Beneavin De La Salle College are both located approximately 70m and 420m to the east of the Proposed Development respectively along Ballygall Road West.

Additionally, Finglas Childcare Ltd is situated 40m north of the Proposed Development on North Road. Finglas Library and Finglas An Post are both situated adjacent to Jamestown Road South with a Bank of Ireland branch on the Seamus Ennis Road / Jamestown Road / McKee Avenue Junction. Numerous shops

including SuperValu are located within the site boundaries. St Canice's Roman Catholic Church is also situated approximately 130m to the south of the Proposed Development.

Access will be maintained to throughout the construction phase to all commercial and community facilities. Consultation will be undertaken as necessary with affected receptors during the construction phase through consultation to manage the potential disruption to traffic and access to the schools.

g. Are there any areas within or around the location which contain important, high quality or scarce resources e.g. groundwater, surface waters, forestry, agriculture, fisheries, tourism, minerals, that could be affected by the proposal?

The site of the proposed work does not contain important, high quality or scarce resources that could be affected by the proposal. The Tolka River is situated 50m to the west of the Proposed Development but is culverted under the Finglas Bypass.

The Royal Canal is situated approximately 1.8km south of the Proposed Development and will therefore not be impacted by the Proposed Development.

h. Are there any areas within or around the location which are already subject to pollution or environmental damage, and where there has already been a failure in environmental standards that could be affected by the proposal e.g. the status of water bodies under the Water Framework Directive?

There are no known areas within or around the site of the Proposed Development which are already subject to pollution or environmental damage, or where there has already been a failure in environmental standards that could be affected by the proposal.

There are no known surface water features on the site of the Proposed Development. The closest water feature is the Tolka River which is located 50m to the west of the Proposed Development under the Finglas Bypass. The Tolka River is identified as a river waterbody that is 'At Risk' in terms of achieving its Water Framework Directive objectives. However, the Tolka river is culverted along the Finglas Bypass so the closest surface water feature is the Royal canal which is 1.8km south of the Proposed Development.

i. Is the site located in an area susceptible to subsidence, landslides, erosion, or flooding which could cause the proposal to present environmental problems?

The site of the Proposed Development is not located in an area susceptible to subsidence, landslides, erosion or flooding which could cause the proposal to present environmental problems.

The site is low-lying and located within the built-up area of north-west Dublin.

There are no known surface water features on the site of the Proposed Development. The closest water feature is the Tolka River, which is located 50m to the west of the Proposed Development which is culverted under the Finglas Bypass. Therefore, there are no surface water features located near the Proposed Development. The site is not located in a flood zone. Thus, there is no risk of flooding of the Proposed Development.

j. Are there any additional considerations that are specific to this location?

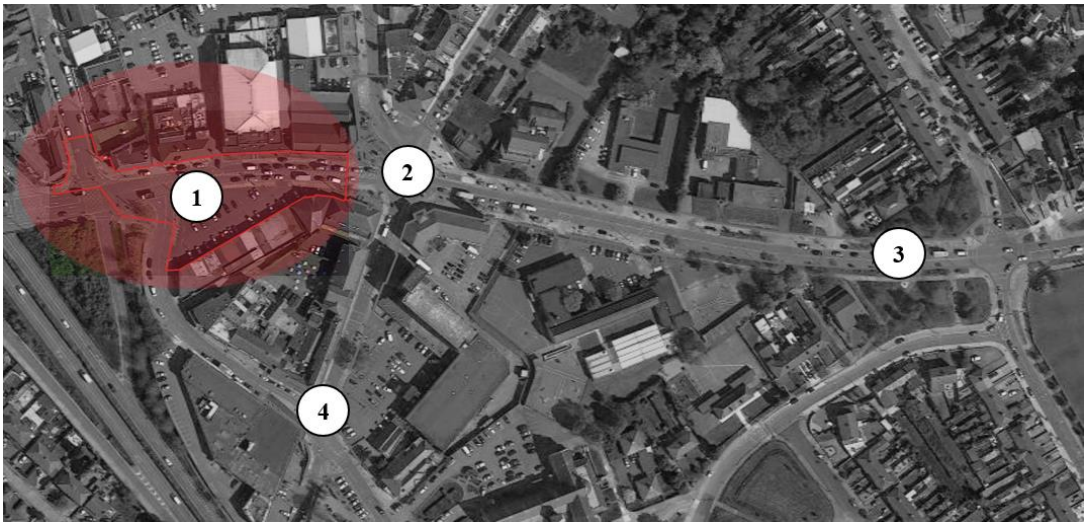
No additional considerations in addition to those previously identified are specific to this location.

5. Characteristics of the Proposed Development

5.1 Overview of the Proposed Development

The proposed development covers an area between the junction of Seamus Ennis Road/North Road (to the west) and the junction of Seamus Ennis Road / Clune Road / Glasanaon 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).
The description of the Proposed Development and associated construction works has been broken up into the following areas:

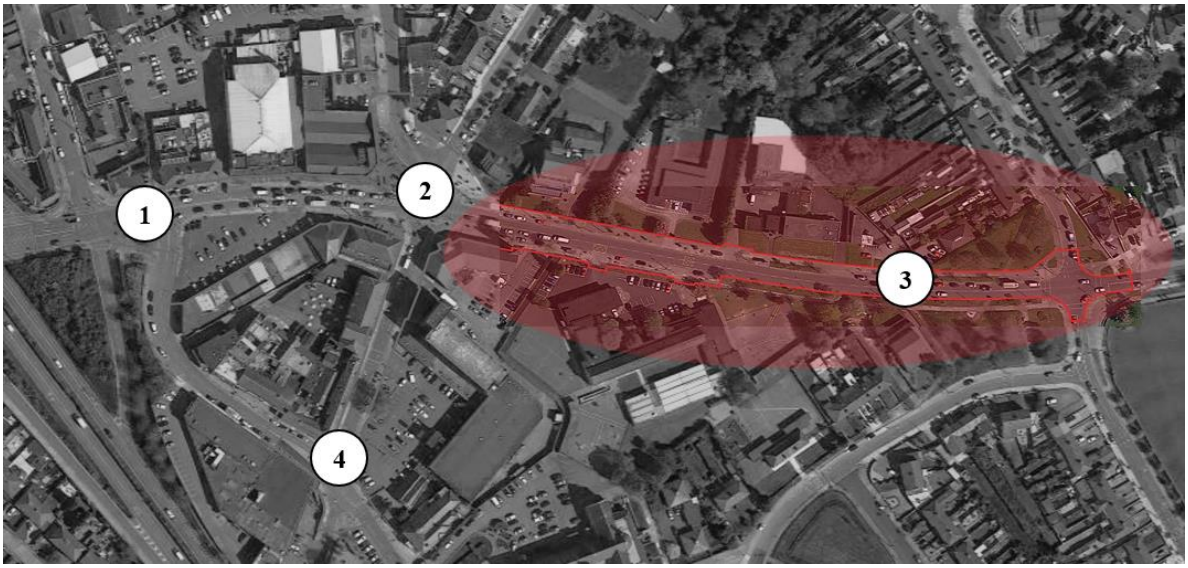
Table 4 Description of the Proposed Development

Area 1 - Between North Road Junction and McKee Avenue/Jamestown Road/Seamus Ennis Road junction including Drogheda Mall car park

Area 1: Project Description 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

Area 2: Project Description

- 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

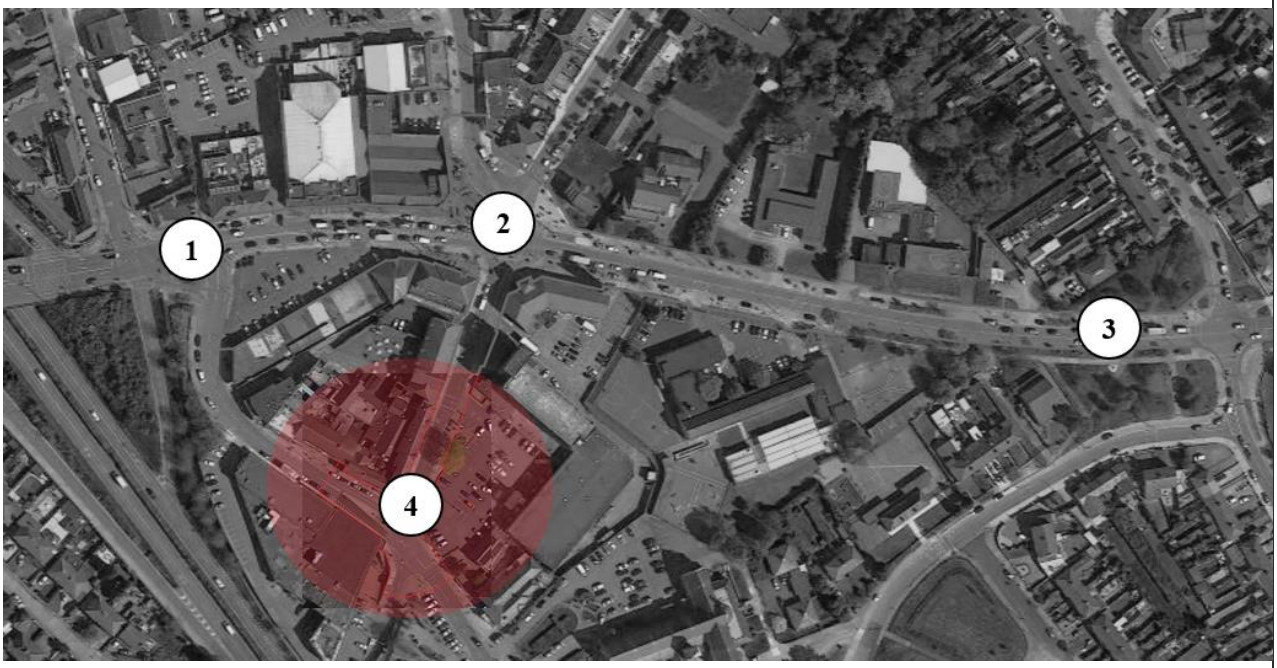
Area 3 – Along Seamus Ennis Road between junction with McKee Avenue/Jamestown Road junction and junction with Clune Road / Glasanaon Road



Area 3: Project Description

- 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



Area 4 - Project Description

- 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

5.2 Description of the Proposed Development

a. The size and design of the whole of the Proposed Development (including any demolition works):

The Proposed Development encompasses an area of 1.65ha in Fingal Village (See Figure 1 and Figure 2)

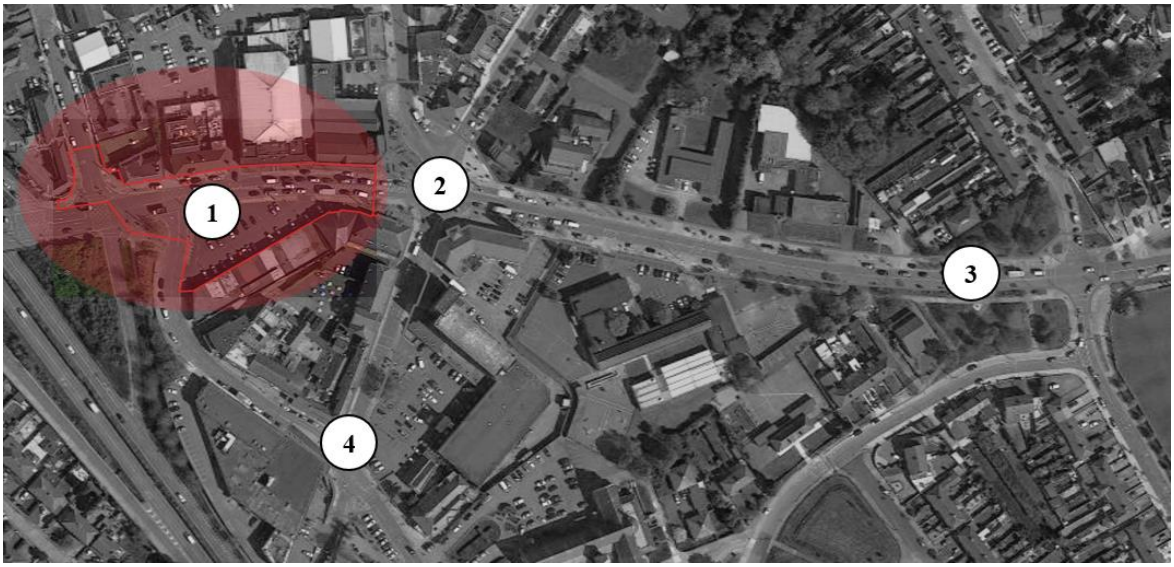
The construction of the Proposed Development will be completed in separate phases. Further details on each of these phases, as well as the operational phase of the Proposed Development are provided below.

5.2.1 Construction

The description of the construction is provided in Table 5 below.

Table 5 Construction Strategy for the Proposed Development

Area 1 - Between North Road Junction and McKee Avenue/Jamestown Road/Seamus Ennis Road junction including Drogheda Mall car park



Area 1 – Description of Construction Works

Along Seamus Ennis Road, the main construction works along this section of the scheme 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
- 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.

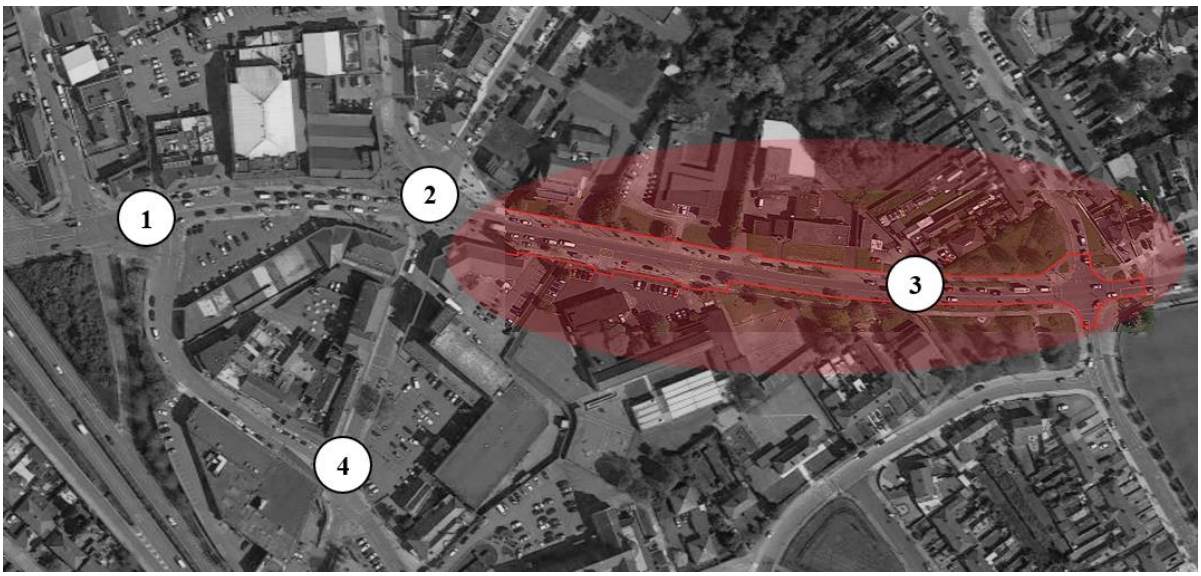
Area 2 – Junction of McKee Avenue/Jamestown Road/Seamus Ennis Road

Area 2 – Description of Construction Works

- 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.

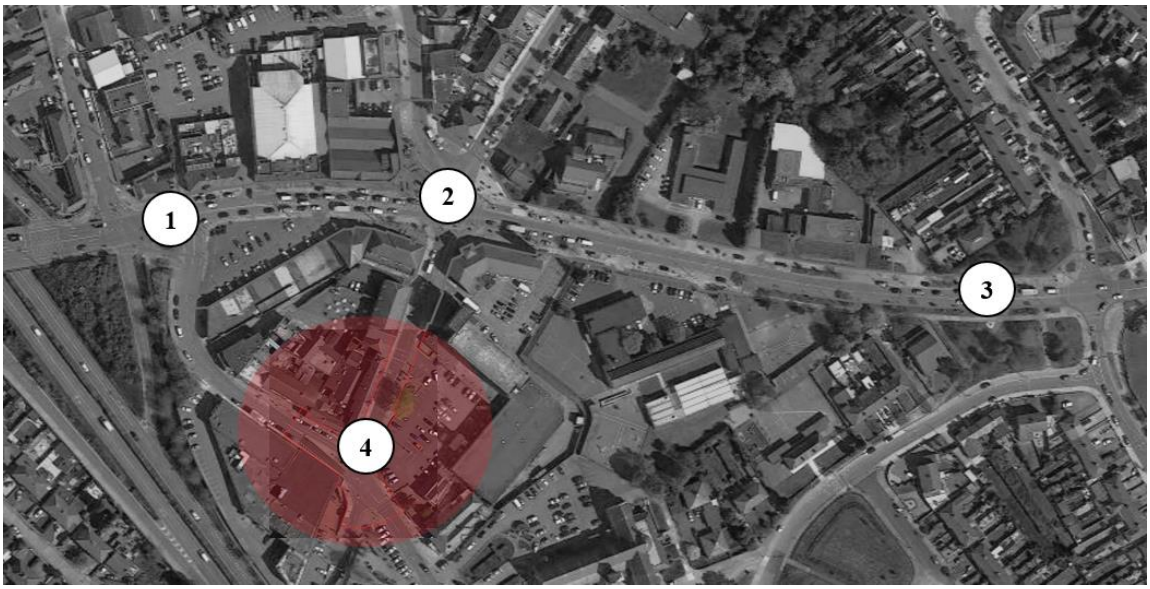
Area 3 – Along Seamus Ennis Road between junction with McKee Avenue/Jamestown Road junction and junction with Clune Road / Glasanaon Road



Area 3 – Description of Construction Works

- 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



Area 4 – Description of Construction Works

- 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.

Some localised dust, surface-water and noise emissions may be generated during the construction phase however these will not be significant due to the relatively short duration of the works (approximately 6 months), the low level of construction vehicles/plant and construction staff required to carry out the works, the nature of the works proposed and the narrow construction footprint along a busy trafficked road. It is envisaged that a construction compound which will operate as the main compound with associated office space which will potentially be provided for within the Drogheda Mall car park area.

Noisier activities will be phased and planned to ensure that the nearest noise sensitive receptors do not experience significant disturbance. Surface water run-off will tie into the existing drainage system. The extent of the works (in a highly urbanised area) is relatively small, excavations are shallow (max 1150mm), dewatering is not envisaged and any construction run-off that is generated will be minor and will enter the

existing surface water drainage system. The type of construction works proposed are not complex in nature, they are well understood, therefore significant environmental emissions are not predicted.

The Contractor will be required to develop and implement a Construction Environment Management Plan (CEMP) at the outset to ensure that environmental impacts are managed and kept to a minimum.

5.2.2 Demolition

During the construction phase, 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 construction of the Proposed Development.

5.2.3 Operation

The vision of the Proposed Development is to consolidate Finglas Village by creating an exemplary network of pedestrian dominant key civic spaces, maximising existing assets, improving east-west connections and links across Finglas Road. Key drivers of this vision are the provision of improved facilities for pedestrians and cyclists. These include improved junction design for safer crossings, less waiting time, improved urban landscape and urban design elements and additional cycle parking.

The Proposed Development will also enhance the traffic flow by introducing smart traffic signal phasing and improved bus priority routes. Interchange services will be improved and high quality bus stops will be introduced to facilitate an increased use of public transportation. Jamestown Road (south) will also be converted to two-way traffic and will be blocked off from Seamus Ennis Road to allow for a safer pedestrian space.

During construction, new integrated streetscape SuDs features will be installed to manage surface water run-off. As part of the landscape design, significant improvements to local biodiversity will be introduced including the planting of new trees and native wildflowers in rain gardens (see Section 6.2). Additionally, integrated seating facilities are designed into the above gardens to create a significantly improved public realm.

b. Other existing or permitted projects (including under other legislation that is subject to EIA) that could give rise to cumulative effects:

Planning permissions has also been granted and applications submitted for a number of developments in proximity, refer to Table 1. Due to the scale of the proposed development and of these permissions/applications and the mitigation measures to be applied to minimise any potential environmental impact associated with those schemes, no significant adverse cumulative impacts are likely to arise.

c. Use of natural resources, in particular land, soil, water and biodiversity:

   Will construction or the operation of the proposal use natural resources such as land, soil, water, materials or energy, especially any resources which are non-renewable or are in short supply?

The majority of the Proposed Development area consists of hardstanding within Finglas Village consisting of road surface, cycle track and footpath.

Some energy will be required for the operation of construction compounds, construction lighting etc. However, the amount of energy required to facilitate the Proposed Development is not considered to be significant. Additionally, the natural resources (e.g., concrete, asphalt and steel) required during the construction phase of the Proposed Development is not anticipated to be significant.

There may be some requirement for water usage at the site; for welfare facilities or indeed for dust prevention, in the event that there is any stockpiling of material on site. However again, any water use on site is not expected to be significant and would not be outside what would usually be expected for works of this nature.

The operational phase energy usage will also be minimal and is not anticipated to vary greatly from the existing energy requirements due to sustainable design and low-energy lighting elements.

d. Production of waste:

Will the proposal produce solid wastes during construction, operation, or decommissioning?

There will be some waste generated on site. Standard domestic waste will be generated in construction compounds and welfare facilities. This will be segregated at source, removed from site and disposed of in a suitable licenced facility.

There will be some Construction and Demolition (C&D) waste generated from the Proposed Development, in the form of some asphalt and/or concrete. The quantities of C&D waste are again, not expected to be significant and will be removed from site and recycled where possible or disposed of in a suitably licenced facility.

Generation of waste during the operational period will give rise to small amounts of waste due to ongoing maintenance and upkeep requirements including relaying of asphalt at designated intervals. However, the level of waste generated for the operational period is not anticipated to be significant.

e. Pollution and nuisances:

Will the proposal release pollutants to ground or surface water, or air (including noise and vibrations) or water, or lead to exceeding environmental standards set out in other Directives?

The Proposed Development is located in Air Quality Zone A. The closest air quality monitoring station to the Proposed Development is located in Finglas on Mellowes Road approximately 300m west of the Proposed Development. At the time of writing, the Air Quality Index for Health rating is a 1 which indicates no known issues with air quality in the area. Historic monitoring indicate that $PM_{2.5}$ levels remain below recorded emission levels in 2010 from an annual mean of approximately 11 µg/m3 to approximately 9 µg/m3.

There is potential for some emissions to air to occur as part of the Proposed Development, however there is not expected to be any exceedance in environmental standards set out in relevant legislation. There is not expected to be any significant emissions to ground or surface water as a result of the proposed excavation works.

From a noise perspective, all streets within the site boundaries are mapped as part of the DCC Dublin Agglomeration Strategic Noise Maps. Lden values along these streets predominately range from 60-64dB and 70-74dB on the Strategic Noise Maps. Lnight values range from 55-59dB throughout most of the Proposed Development with readings of 60-65dB at Seamus Ennis/Jamestown Road Junction. Considering the above readings, the baseline noise emanating from the nearby roads surrounding the site is considered to be already quite high

There is potential for noise to be generated during the construction phase due to construction traffic and machinery operation. However, noise emissions are not expected to be significant. Standard working 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 day time / evening conditions. The planning of such works by the appointed contractor will take place in consultation with DCC and will have consideration for sensitive receptors, in particular any nearby residential areas.

No significant vibration impacts are envisaged during the construction phase. Construction plant with potential to cause vibration impacts are likely to be used such as excavators and dumper trucks. Any potential vibration impacts during the construction phase will be managed by the implementation of appropriate control measures.

No significant water pollution impacts are envisaged to ground or surface water receptors during the construction phase. The level of excavation is minimal (max 1150mm) and all potential surface water run - off is anticipated to drain into existing drainage systems for eventual treatment at Ringsend Wastewater Treatment Plan (WwTP) before being discharged into Dublin Bay. Best practice construction measures such as silt and sediment controls will be installed prior to the commencement of any construction works.

Due to the traffic volumes through Finglas Village, there is a potential for traffic disruption during the construction phase of the Proposed Development. Therefore, the Contractor will be required to develop and implement a Construction Traffic Management Plan (CTMP) at the outset to ensure that traffic disruption is kept to a minimum.

Refer to Section 6 for further information on potential environmental effects.

f. Major accidents and disasters:

In accordance with scientific knowledge, is there a risk of major accidents and/or disasters which are relevant to the project, including those caused by climate change?

Given the scale and nature of the proposed excavation works, there is not considered to be any risk of major accidents and/or disasters which are relevant to the project

The Contractor will ensure that the Proposed Development is carried out in accordance with the Safety, Health and Welfare at Work (Construction) Regulations 2013 (S.I. No. 291 of 2013). There is a low probability that accidents will occur as the construction works are standard in nature and well understood. Normal good construction practice will ensure that the risk of accidents will be low. It is envisaged that the risk of accidents, having regard to substances or technologies used is very low and therefore will not result in significant environmental effects.

g. Risks to human health, for example due to water contamination or air pollution:

As identified in Section 4.2.3(e) above, the Proposed Development is not expected to give rise to the release of pollutants to ground, surface or ground water, or air which will lead to exceeding environmental standards set out in other Directives.

Refer to Section 6.1 for an assessment of the potential for effects on human health.

6. Type and Characteristics of the Potential Impacts

This Section describes the types and characteristics of potential impacts, in accordance with Section (B)(3) of Form 3 of the OPR Practice Note PN02- Environmental Impact Assessment Screening.

6.1 Population and Human Health

As outlined previously, the Proposed Development site is located in an area of commercial, residential, educational and amenity value. Sensitive receptors are located near and adjacent to the Proposed Development area. Those in direct proximity to the Proposed Development include the St Canice's Girls National School and St Canice's Girls Primary School. St Canice's Boys National School and Beneavin De La Salle College are both located 60m and 420m to the east of the Proposed Development respectively along Ballygall Road West. Additionally, Finglas Childcare Ltd is situated 40m north of the Proposed Development on North Road.

Table 4 highlights that there will be a loss of 2 No. disabled parking spaces along Seamus Ennis Road but the proposed enhancements to Drogheda Mall car park, 3 No. disabled parking spaces will be added resulting in a slight positive impact to accessible parking facilities. Additional on-street car parking will be removed as well as a net loss of 7 No. car parking spaces in Drogheda Mall car park. However, as the Proposed Development aims to increase the provision of active travel within Finglas Village, the loss of car parking facilities is unlikely to result in a significant negative impact.

During the construction phase, there will be some minor disruption to nearby residents, road users and pedestrians during the proposed works and some noise and dust emissions. However, best construction practice will be implemented to ensure that noise and dust emissions will be kept within the required limits. Refer to Section 6.7 and 6.8 for further information on potential air and noise emissions.

There will be construction traffic associated with the construction of the Proposed Development. However, it is not proposed to fully close any road during daytime hours and one-way shuttle traffic management systems will be implemented where required. Where road closures are required, it is anticipated they will be limited to after 19:00 hrs. These include Jamestown Road (south) to apply new road markers and convert the road to a two-way system. The junction at McKee Avenue and Jamestown Road (north) will also have traffic management systems implemented to facilitate the removal of the traffic island and traffic lights at the 5-arm junction. Seamus Ennis Road is anticipated to remain open at all times, however, shuttle traffic management systems may be required during any night-time works. As these impacts will be limited and short in nature, significant negative impacts arising from traffic disruption are not anticipated for population and human health.

Vehicular access will be maintained, in so far as practicable, to existing car parks and properties during the construction stage. There will, however, be times whereby access is restricted to facilitate the works. The contractor will liaise with those properties impacted in advance of the works to inform them of the temporary traffic management arrangements. As these impacts will be localised and of short duration, no significant adverse impacts to sensitive receptors are anticipated.

St Canice's Girls National School is situated adjacent to the southern boundary to the immediate east of the Seamus Ennis Road and Jamestown Road Junction. Finglas Childcare Ltd is also situated approximately 40m north of the North Road/Seamus Ennis Road Junction on North Road. There is a Supervalu and a Bank of Ireland located adjacent to the Seamus Ennis Road and Jamestown Road Junction. Both the Finglas Library and An Post Office are situated on the eastern edge of the Jamestown South Road. The Finglas Village Centre shopping centre is also located approximately 100m to the south of the Proposed Development. There is potential for a slight negative, temporary effect on the sensitive receptors located within the vicinity of the Proposed Development during the construction phase as a result of minor disruption and nuisance.

However, the vision of the Proposed Development is to consolidate Finglas Village by creating an exemplary network of pedestrian dominant key civic spaces, maximising existing assets, improving east-west connections and links across Finglas Road. Key drivers of this vision are the provision of improved facilities for pedestrians and cyclists. These include improved junction design for safer crossings, less waiting time, improved urban landscape and urban design elements and additional cycle parking.

The Proposed Development will also enhance the traffic flow by introducing smart traffic signal phasing and improved bus priority routes. Interchange services will be improved and high quality bus stops will be introduced to facilitate an increased use of public transportation.

Additionally, the proposed public realm enhancement works (See Section 5.1), will create a vibrant, attractive setting in Finglas Village which can be viewed as a positive impact of the Proposed Development on the local population.

Therefore, an overall positive effect on population and human health is likely to occur during the operational phase of the Proposed Development.

6.2 Biodiversity

The Proposed Development is a main thoroughfare through an urbanised area in Finglas Village consisting of hardstanding surfaces such as road surfaces, cycle track and footpath. There are scattered grass verges throughout the Proposed Development. Overall, it can be concluded that the Proposed Development area is of low ecological value.

According to the Arboricultural Assessment Report (TreeSpace, 2022), there are 53 No. trees located within the study area of the Proposed Development. The trees are established in small tree pits cut out of the pavement, others are in 3 – 3.5 m wide grass verges and some in raised planters.

The most common species is Callery Pear (*Pyrus calleryana*) most likely the cultivar 'Chanticleer' more commonly known as Bradford Pear. The Pyrus trees are all in the semi-mature life-stage with their physiological condition was assessed as normal. The other most common species included in the assessment are Sycamore (*Acer pseudoplatanus*), Whitebeam (*Sorbus aria*) and Rowan (*Sorbus aucuparia*).

In total 5 trees will need to be removed to facilitate the construction of the proposed development. Of these, one tree is to be removed because it is dead and unsuitable for retention, and another is a newly planted tree. Thus, 4 No. trees to be removed as part of the proposed works. The trees to be removed are not particularly mature (one is a newly planted tree and identified as T-NP in Figure 3 below) and, having regard to this and the location of the same to existing busy roadway, the trees are not considered to be of particular value to bird or bats species. Nevertheless. prior to the commencement of any tree works, the trees and their surroundings should be assessed for the presence of any seasonal nesting sites, potential bat roost features or protected species (specifically with regard Tree No. T1790 and T1793, as illustrated below).

In accordance with Section 40 of the Wildlife Act 1976 (as amended 2000) the tree works should be scheduled outside of the nesting season (1st of March to 31st of August).

Figure 3 Trees identified within the Proposed Development for removal

All of the retained trees have the potential to be negatively impacted upon during the construction phase. To mitigate against any potential negative impacts the installation of tree protection fencing around the retained trees has been recommended. A Root Protection Area (RPA) has also been established by TreeSpace (refer to Arboricultural Assessment Report included with the planning application). The RPA is the area around the tree which needs to remain undisturbed to maintain the trees viability. Where this is not possible, it is recommended for hand-tools to be used during excavation including air-spades for the sub-base removal. If roots are encountered and are greater than 25mm, advice should be sought from a consulting arborist.

Green infrastructure is also incorporated into the landscape design to provide several raised planters throughout the central village design. An example of the design choice is included in Figure 4 below. Several planters will be replaced with raingardens (i.e., gardens of native wildflowers designed to absorb rain and surface water runoff and wildflower beds with integrated seating). The raingardens and wildflower gardens are designed with integrated seating elements with new tree planting are included along Seamus Ennis Road and will provide a benefit to the biodiversity within Finglas Village. The proposed species of trees to be planted will likely include Red Maple (*Acer rubrum)*, Cherry Tree (*Prunus sp.*), Lime Tree (*Tilla cordata*), and Sweetgum (*Liquidambar styraciflua*). Local wildflowers will also be selected for planting within the raised planters and will likely include the following species: *Aruncus diocus, Aster ssp, Astilbe ssp, Fragaraia virginiana, Helianthus mollis, Iris shrevei, Juncus effusus, Lynchnis flos-cuculi, Lythrum salicaria, Molinia caerulea, Ratibida pinnata,* and *Verbena hastata.*

Figure 4 Examples of planters and raingardens included within the landscape design of the Proposed Development.

The National Biodiversity Data Centre (NBDC) website (www.biodiversityireland.ie) contains a mapping tool that indicates known records of legally protected species within a selected OS 1km grid square. The site is located within square O1339 and data on this square was downloaded from the website on 17th October 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. Two protected species have been identified within this square, the Soprano Pipistrelle (*Pipistrellus pygmaeus*) and the West European Hedgehog (*Erinaceus*). The Proposed Development is not of any interest to these species. The invasive species Canadian Fleabane (*Conyza canadensis*) was also recorded within this 1km grid square. However, given the level of hardstanding in the study area of the Proposed Development, it is not likely that any of these species are present in the study area.

There are 17 designated sites within 15km of the proposed works, eight Special Protection Areas (SPAs) and nine Special Conservation Areas (SACs). The nearest designated site is 5.7km to the southeast (South Dublin Bay and River Tolka Estuary SPA). The site of the Proposed Development is not within the boundary of any Natura 2000 sites (See Figure 5 below). There are no significant air, noise nor water/ground emissions arising from the Proposed Development site. As such there will be no direct or indirect effects on any Natura 2000 sites.

A Report for Screening for Appropriate Assessment was carried out and it was concluded that:

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

As evidenced from above, the Proposed Development has the potential to provide a positive impact to the local biodiversity in Finglas Village through the introduction of multiple tree species and native wildflowers.

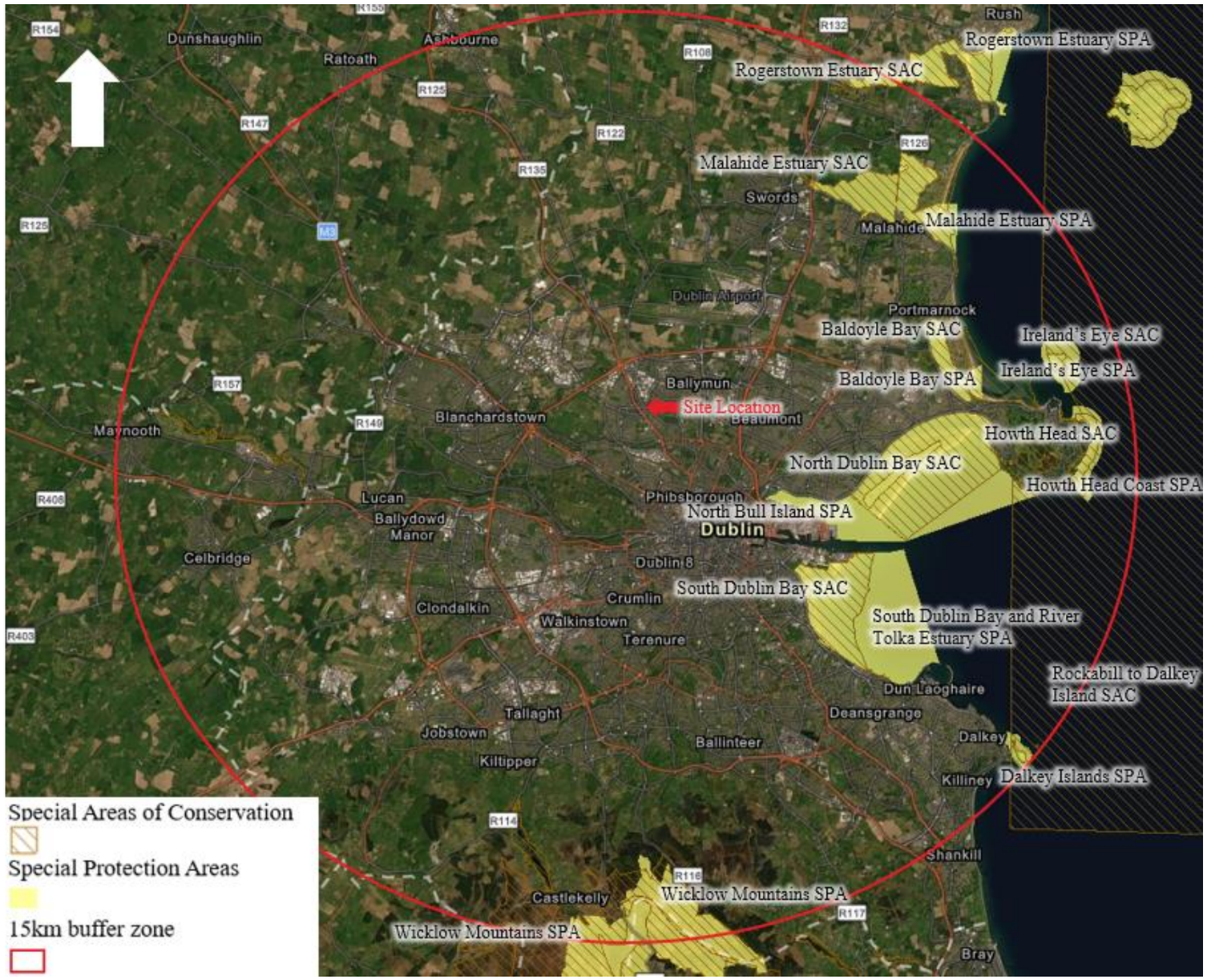


Figure 5 Natura 2000 Sites within 15km of the Proposed Development | not to scale | GeoHive Environmental Sensitivity Mapping

6.3 Historical, Cultural and Archaeological Heritage

There are no recorded monuments or protected structures within the redline boundary. There is one protected structure within the vicinity of the Proposed Development (See Figure 6 below)

Reg. No. 50130028 – St Canice's Church

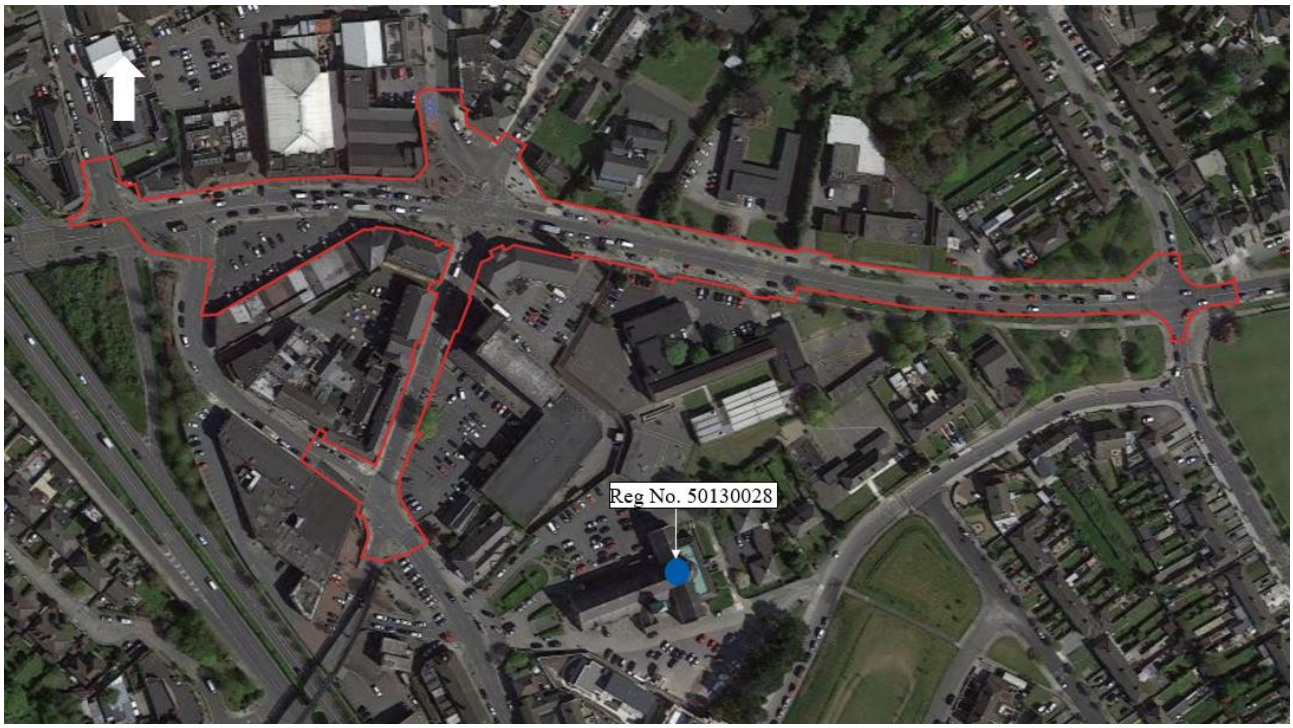


Figure 6 NIAH sites in close proximity to the Proposed Development | not to scale | Google Earth

The Proposed Development is not bordering any Zones of Archaeological Constraint or Zones of Archaeological Interest.

In previous iterations of the Record of Monuments and Places (RMP), The Maypole (DU014-066012) was included. However, current evidence suggests that this monument has been totally removed (both above and below ground archaeology) and is recommended to be removed from the next RMP. As such, it is not considered in the context of the Proposed Development.

No known national monuments listed by the National Monuments Service and no buildings listed in the National Inventory of Architectural Heritage (NIAH) will be directly affected by the Proposed Development.

It is noted that there are a number of historic lampposts situated along Jamestown Road South. It is proposed that these will be retained and therefore will not be impacted by the Proposed Development.

Therefore, the Proposed Development will not have any significant impact on historical, cultural or archaeological heritage within Finglas Village.

6.4 Landscape and Visual

The site of the Proposed Development is described in Section 4. The landscape is low-lying and well developed and is therefore not considered to be sensitive in nature. There are no protected views or prospects in proximity to the site of the Proposed Development.

It is likely that there will be temporary negative effects on the surrounding landscape during the construction phase of the Proposed Development. Physical effects to all roads described in Section 5 are predicted and will involve the excavation of the street and removal of existing surface materials, repaving the street, installation of new street lighting etc. During the construction phase, the presence of construction vehicles, signage, machinery etc. will likely result in a minor temporary negative effect to the landscape and visual setting.

Following construction, the Proposed Development will combine green infrastructure with public realm design to create attractive community spaces. Raised planters and raingardens with integrated seating and designated spaces for art installations are planned for the main junction of Seamus Ennis Road / McKee Avenue / Jamestown Road. With enhanced pedestrian and cyclist facilities, and the closure of the Jamestown Road South Junction arm, this space will be a safe, communal area for residents and visitors to enjoy.

The Proposed Development also incorporates the creation of an improved public realm along the entirety of the Seamus Ennis Road. Soft landscaping features are incorporated into the design of the Proposed Development and will have native wildflowers planted to enhance biodiversity and the natural landscape within Finglas Village.

As such, it can be concluded that there will be a positive landscape and visual effect as a result of the Proposed Development.

6.5 Soils and Geology

The bedrock in the proposed works areas is classified as 'Lucan Formation' which consists of dark limestone and shale according to the Geological Groundwater Data Viewer. The underlying soils are classified as 'made ground' according to the GSI Groundwater Data Viewer. 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.

Only shallow excavations (max 1150mm) will be required during the construction of the Proposed Development. No dewatering will be required during the excavation process or during the operational phase. The Contractor will send any excavated material which cannot be re-used/recycled for disposal to a suitably licenced facility. The contractor will be required to ensure that any interim storage or waste management facilities for excavated material have the appropriate waste licences of waste facility permits in place.

It is therefore not envisaged that the Proposed Development will result in significant effects on soils and geology.

6.6 Water Quality, Hydrology and Hydrogeology

The primary water feature located in close proximity to the Proposed Development is a section of the Tolka River (IE_EA_09T011100) which is culverted in this location; following the Finglas Bypass some 50m of the western boundary of the Proposed Development. The Tolka River flow into the Tolka Estuary and eventually into Dublin Bay. The risk status of the Tolka River is classified as 'at risk' and has a 'poor' River Waterbody 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.

As detailed previously, the extent of the works (in an urbanised area) is relatively small, excavations are shallow (max 1150mm), dewatering is not envisaged. Any construction run-off that is generated will enter the existing Dublin City Council surface water drainage system to be treated at Ringsend WwTP prior to discharge into Dublin Bay. Best practice construction measures such as silt and sediment controls will be installed prior to the commencement of any construction works. Thus, significant negative effects on water quality, hydrology, hydrogeology are not envisaged.

During construction, surface water generated during the construction phase will be managed in line with best construction practices such as the implementation of silt and sediment controls. The Proposed Development will also implement SuDS throughout the Proposed Development to manage surface water runoff. Therefore, during the operational phase, it is anticipated that a slight positive impact to water quality may arise as a result of the SuDS features.

There is no history of flooding at the Proposed Development area according to Flood Maps (floodinfo.ie). According to a Site-Specific Flood Risk Assessment published by the Department of Environment, Heritage and Local Government for Proposed Variation No. 33 of Dublin City Council Development Plan 2016-2022 which is located within the vicinity of the Proposed Development, Finglas Village carries a low risk of pluvial and fluvial flooding.

As evidenced from above, there are no potential significant impacts to water quality predicted as a result of the Proposed Development.

6.7 Air Quality and Climate

During the construction phase, the potential for dust emissions will arise in respect of excavations/planning of road surfaces in dry weather. Dust may be raised by wind from dry surfaces and stockpiles. Air emissions from the exhausts of construction plant, machinery and haulage trucks will also be elevated during construction but are not expected to be significant. No odour emissions are envisaged from the proposed construction works.

The employment of good construction management practices by the appointed contractor for the Proposed Development will serve to minimise the risk of dust emissions. 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 list of appropriate measures will be proposed and implemented by the Contractor in advance of the construction works. It is anticipated with the implementation of the appropriate mitigation measures, significant construction phase air quality impacts will not arise.

The Proposed Development will not give rise to increased operational traffic numbers and as such, there will be no significant air emissions from the Proposed Development. Through the provision of active travel routes through Finglas Village, it is envisaged that there will be a decrease in vehicle movements which represents a slight decrease to air emissions. The signalisation should lead to reduced queuing due to management of flows. A neutral to slight-positive effect on air quality and climate is therefore predicted.

During the construction and maintenance of the Proposed Development, there will be a slight increase of emissions due to the excavation, use of materials and in the general construction works required. However, these will be short-term and localised and are not anticipated to generate a significant impact. Due to the traffic calming measures implemented as part of the Proposed Development and the facilitation of a transition to active travel modes, it is anticipated that there will be an overall reduction to the level of vehicle movements through Finglas Village during the operation. This shift will result in a slight reduction to greenhouse gas emissions and directly aligns with the objectives outlined in Section 15 of Ireland's Climate Action Plan 2023.

Therefore, the Proposed Development has the potential for a slight positive impact to air quality and climate.

6.8 Noise and Vibration

Noise will be generated during the construction of the Proposed Development due to construction traffic, construction machinery, excavation works etc. The effect of construction noise on sensitive receptors (residential dwellings) in the immediate vicinity of the site will be temporary only due to the short duration of the construction works.

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 Proposed Development with Finglas Childcare Ltd directly to the north of the Seamus Ennis and North Road Junction.

Standard working 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. The planning of such works by the appointed contractor will take place in consultation with DCC and will have consideration for sensitive receptors, in particular any nearby residential areas.

Noise emissions will be controlled by the implementation of best practice construction methods. 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 list of appropriate measures will be proposed and implemented by the contractor in advance of the construction works.

Significant rock breaking is not envisaged, 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/planning works. A variety of potential vibration causing items of plant are likely to be used such as excavators, lifting equipment, rock breakers and dumper trucks.

Vibration effects will be controlled by the implementation of best practice construction methods. 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 list of appropriate measures will be proposed and implemented by the contractor in advance of the construction works.

It is not anticipated that there will be any increase to noise and vibration during the operational phase of the Proposed Development. With the reduction in traffic levels anticipated as a result of the Proposed Development, there is the potential for a slight positive impact to the noise and vibration environment.

No significant negative noise or vibration effects are predicted as a result of the Proposed Development.

6.9 Land Use and Material Assets

As part of the design of the Proposed Development, the incorporation of existing utilities has been considered. Additionally, there will be a net increase in public facilities such as bins and bike racks. Therefore, no significant negative effects on land use or material assets are predicted during the construction or operation phases of the Proposed Development.

The majority of the Proposed Development area consists of hardstanding along Seamus Ennis Road consisting of road surface, cycle track and footpath. The Proposed Development lies within an area which is predominately zoned as to '*provide for and improve mixed-services facilities'* and to the south to '*protect and provide for institutional and community uses'*. There will be no change of land use within the proposed works area.

Services will be diverted within the road as required with minimum disturbance to sensitive receptors and surface water run-off will tie into the existing drainage system. Should the appointed contractor encounter contaminated ground during the excavation works, it will be managed appropriately and disposed of at suitably licensed and permitted facilities in accordance with the requirements of current Irish waste management legislation.

There will be no disruption to existing water supplies during the proposed works.

6.10 Cumulative Effects

Due to the scale of the proposed development and of the permissions/applications outlined in Table 1 and the mitigation measures to be applied to minimise any potential environmental impact associated with those schemes, no significant adverse cumulative impacts are likely to arise.

6.11 Interaction between the above factors

The interaction of the above factors has been considered in this screening assessment. For example, noise and vibration impacts have been considered both in terms of effects on people and effects on biodiversity.

The construction phase in particular will have many interactions. Examples include the movement of soil and machinery, the level of intensity of construction activities and consequent level of disturbance.

No significant effects due to the interaction of factors are predicted.

6.12 Transboundary Effects

As described in Section 5, the site of the Proposed Development is approximately 1.65ha in size and is located in Finglas Village in Dublin 11.

The Proposed Development will be minor in nature and scale. Thus, there is no potential for transboundary effects to occur as a result of the Proposed Development.

7. Overall Conclusions

The prescribed classes of urban development and thresholds that trigger a mandatory Environmental Impact Assessment are set out in Schedule 5 of the Planning and Development Regulations, 2001 as amended. A review of the project types listed in the aforementioned Schedule 5, as amended has been carried out. The Proposed Development is a type set out in Part 2 Class 10 (b)(iv) of Schedule 5 as described previously but it does not exceed the relevant quantity, area or other limit specified in that Part. Therefore, it is a sub-threshold urban development and has been screened for EIA one that basis.

The prescribed classes of roads developments and thresholds that trigger a mandatory Environmental Impact Assessment are also contained in Section 2 and Section 50 of the Roads Act 1993, as amended. A review of project types listed in Part V of the Road Regulations 1994 has been carried out. The Proposed Development does not exceed the relevant quantity, area or other limit specified within this Legislation. Therefore, it is a sub-threshold roads development and has been screened for EIA on that basis.

Arup has prepared this EIA Screening Report on behalf of DCC to determine whether an EIA is required for the Proposed Development. The information provided in this report provides details on the characteristics of the Proposed Development and its likely significant effects (if any) on the environment. This information will assist the competent authority / roads authority, DCC to undertake the EIA screening as required under the Planning and Development Regulations, 2001, as amended and the Roads Act 1993, as amended.

Based on the information provided in this report, it is the opinion of Arup that there is no significant impacts on the environment will arise from the construction or operation of the Proposed Development and that an EIA is not required.

However, the determination on EIA screening will be made by DCC.

8. References

Department of the Environment, Climate and Communications (2022) *Climate Action Plan 2023*

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

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

Department of Housing, Planning, Community and Local Government (2017) Implementation of Directive 2014/52/EU on the effects of certain public and private projects on the environment (EIA Directive): Advice on the Administrative Provisions in Advance of Transposition;

Department of the Environment, Heritage and Local Government (2003) Environmental Effect Assessment (EIA) *Guidance for Consent Authorities regarding Sub-Threshold Development*;

Dublin City Council (2022) Dublin City Council Development Plan 2022-2028

Dublin City Council (2016) Strategic Flood Risk Assessment for Proposed Variation No. 33 of Dublin City Council Development Plan 2016-2022

Environmental Protection Agency (2022) Guidelines on the Information to be contained in Environmental Impact Assessment Reports (May 2022);

EPA Envision Mapping (Accessed June 2019) https://gis.epa.ie/EPAMaps/

European Commission (2017) *Guidance on EIA Screening*

Geological Survey of Ireland (Accessed October 2022) https://dcenr.maps.arcgis.com/apps/webappviewer/index.html?id=ebaf90ff2d554522b438ff313b0c197a&scale=0

National Inventory of Architectural Heritage (Accessed October 2023) http://webgis.buildingsofireland.ie/HistoricEnvironment/index.html

National Transport Authority (NTA) (2023) Guidance for EIA and AA Screening of Active Travel Projects Funded by the NTA

Office of the Planning Regulator (OPR) (2021) OPR Practice Note PN02 Environmental Impact Assessment Screening.

Planning and Development Act, 2000 (No. 30 of 2000).

Planning and Development Regulations, 2001 (S.I. No. 600 of 2001).

Transport Infrastructure Ireland`s (TII) (2014), Good Practice Guidance for the Treatment of Noise during the Planning of National Road Scheme

Transport Infrastructure Ireland (TII) formerly National Roads Authority (NRA) (2011) *Guidelines for Treatment of Air Quality during the Planning and Construction of National Road Schemes*, TII, Dublin, Ireland

UK Highways Agency (2007) *Design Manual for Roads and Bridges (DMRB)*, Highways Agency, London, UK

9. Screening Checklist

The potential environmental effects associated with the Proposed Development have been outlined in the previous sections of this report.

The EC *Guidance on EIA Screening* (EC, 2017) provides a checklist to help users decide whether EIA is required based on the characteristics of a project and its environment. This screening checklist is included in Table 6 below.

Table 6 Screening Checklist to determine if EIA is required based on the characteristics of a project and its environment

Brief Project Description	Yes/No	Is this likely to result in a significant impact Yes/No – Why
1. Will construction, operation or decommissioning of the project involve actions which will cause physical changes in the locality (topography, land use, changes in waterbodies, etc.)?	No	No There will be no change in land use as a result of the Proposed Development.
2. Will construction or operation of the project use natural resources such as land, water, materials or energy, especially any resources which are non-renewable or in short supply?	Yes	No Services such as water and power will be required during the construction phase. Mobile generators will be used during the construction phase while a permanent power supply will be required during the operational phase of the Proposed Development. It is not considered that there will be a significant use of these resources as part of the Proposed Development. Construction materials will include concrete, steel, pipework, signage etc. Energy will also be required during the operational phase of the Proposed Development. However, this is not expected to be significant. A Report for Screening for Appropriate Assessment was carried out and it has been determined by Arup that there is no potential for significant impacts 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 Appropriate Assessment process.
3. Will the project involve use, storage, transport, handling or production of substances or materials which could be harmful to human health or the environment or raise concerns about actual or perceived risks to human health?	Yes	No. The types of standard construction materials that will be used will not be harmful to human health or the environment. The contractor will ensure that the proposed works are carried out in accordance with the Safety, Health and Welfare at Work (Construction) Regulations 2013 (S.I. No. 291 of 2013). It is envisaged that the risk of accidents, having regard to substances or technologies used is very low and therefore will not result in significant environmental effects.

Brief Project Description	Yes/No	Is this likely to result in a significant impact Yes/No – Why
4. Will the project produce solid wastes during construction or operation or decommissioning?	Yes	No. Inert construction waste generated will be removed from the site areas and disposed of at a suitable licensed facility. The production of waste will be managed in accordance with the relevant waste legislation. Should the appointed contractor encounter contaminated ground during the excavation works, it will be managed appropriately and disposed of at suitably licensed and permitted facilities in accordance with the requirements of current Irish waste management legislation.
5. Will the project release pollutants or any hazardous, toxic or noxious substances to air or lead to exceeding Ambient Air Quality standards in Directives 2008/50/EC and 2004/107/EC?	No	No. It is expected that dust will be emitted during construction and construction fumes from construction plant and vehicles will arise during the construction phase, but these will be minimal. See Section 6.7 and 6.8 for details on the mitigation measures to be implemented.
6. Will the project cause noise and vibration or release of light, heat energy or electromagnetic radiation?	Yes	No. Standard construction noise is expected during construction activities. No significant rock breaking will likely be required. Vibration effects will be controlled by the implementation of best construction practice See Section 6.9 for details on mitigation measures which will be implemented in relation to noise and vibration.
7. Will the project lead to risks of contamination of land or water from releases of pollutants onto the ground or into surface waters, groundwater, coastal wasters or the sea?	Yes	No. During the construction phase, there will be minor emissions to surface water in the form of silt/pollutants during excavations. However, this will be minimal and will dilute very quickly. With the installation of SuDs infrastructure, it is anticipated that there will be a positive impact to the surface water baseline.
8. Will there be any risk of accidents during construction or operation of the project which could affect human health or the environment?	Yes	No. A “Project Supervisor for the Construction Stage” will be appointed to manage safety issues during construction.
9. Will the Project result in social changes, for example, in demography, traditional lifestyles, employment?	Yes	No. The Proposed Development will have a positive effect on people living, working

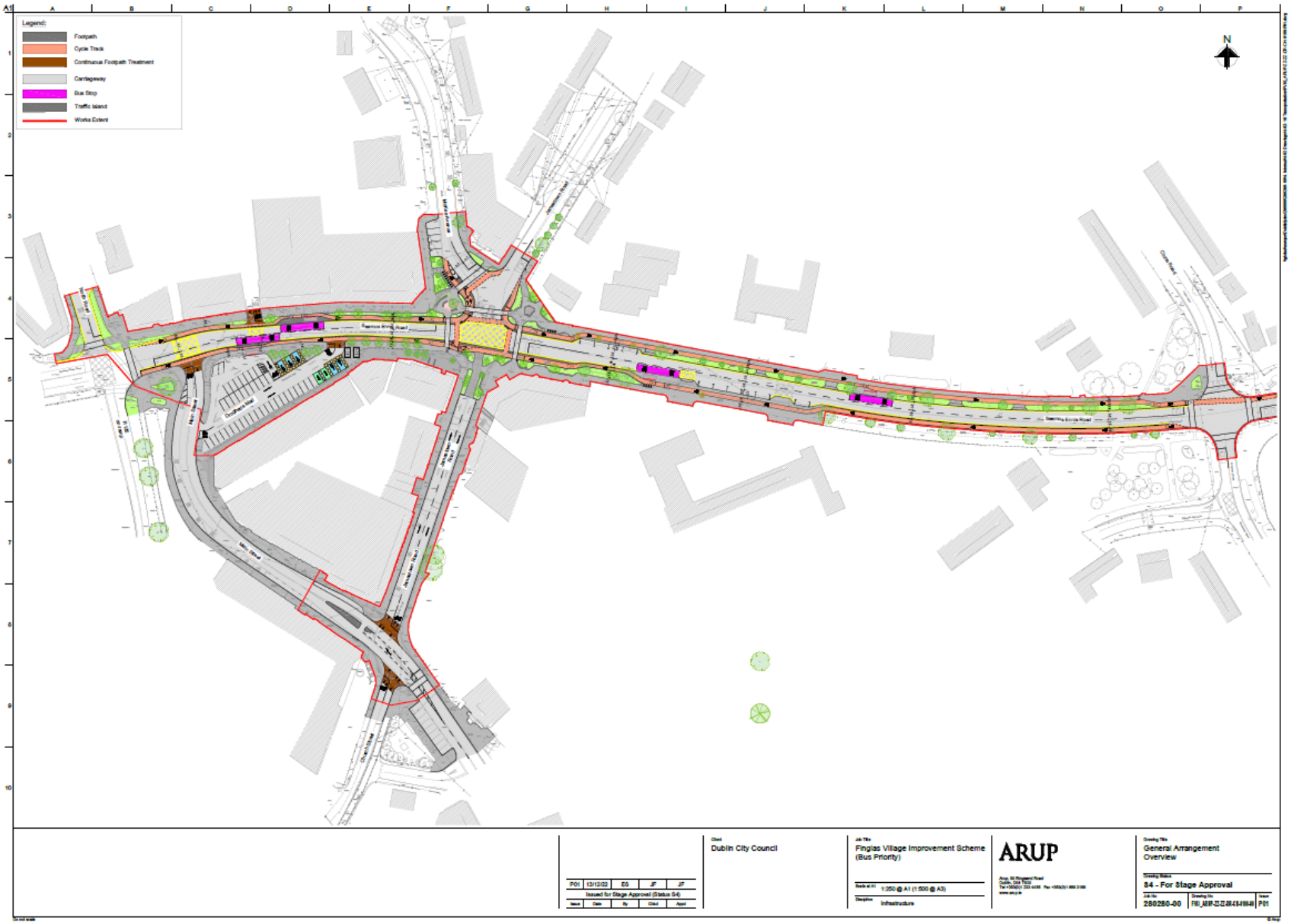
Brief Project Description	Yes/No	Is this likely to result in a significant impact Yes/No – Why
		and visiting the area as there will be improved facilities for pedestrians and cyclists and significantly improved public realm access throughout Finglas Village.
10.Are there any other factors which should be considered such as consequential development which could lead to environmental effects or the potential for cumulative impacts with other existing or planned activities in the locality?	No	No
11. Is the project located within or close to any areas which are protected under international, EU, or national or local legislation for their ecological, landscape, cultural or other value, which could be affected by the project?	No	No. Refer to Section 6.2 and Section 6.3 for details.
12. Are there any other areas on or around the location which are important or sensitive for reasons of their ecology e.g. wetlands, watercourses or other waterbodies, the coastal zone, mountains, forests or woodlands, which could be affected by the project?	No	No Refer to Section 6.2 for details.
13. Are there any areas on or around the location which are used by protected, important or sensitive species of fauna or flora e.g. for breeding, nesting, foraging, resting, overwintering, migration, which could be affected by the project?	No	No Refer to Section 6.2 for details.
14. Are there any inland, coastal, marine or underground waters (or features of the marine environment) on or around the location that could be affected by the project?	Yes	No The primary water feature located nearby the Proposed Development is the Tolka River. However, the Tolka River is culverted under the Finglas Bypass and is unlikely to be impacted by the Proposed Development. The extent of the works (in a highly urbanised area) is relatively small, excavations are shallow (max 1150mm), dewatering is not envisaged and 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. Thus, significant negative effects on water quality, hydrology, hydrogeology are not envisaged.
15. Are there any areas or features of high landscape or scenic value on or around the location which could be affected by the project?	No	No
16. Are there any routes or facilities on or around the location which are used by the public for access to recreation or other facilities, which could be affected by the project?	Yes	No A Construction Traffic Management Plan 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

Brief Project Description	Yes/No	Is this likely to result in a significant impact Yes/No – Why
		surrounding the Proposed Development areas.
17. Are there any transport routes on or around the location which are susceptible to congestion or which cause environmental problems, which could be affected by the project?	Yes	No Due to the volume of traffic present on the Seamus Ennis Road, this road must remain operational even during the construction phase. A Construction Traffic Management Plan will be implemented in order to limit disruption to road users during the construction works.
18. Is the project in a location where it is likely to be highly visible to many people?	No	No. The Proposed Development is concerned with the reconfiguration of a road and therefore there will be no structures of significant height and will therefore not be visible. The only above ground structures to be installed are new traffic lights and street lighting columns.
19. Are there any areas or features of historic or cultural importance on or around the location which could be affected by the project?	No	No. Section 6.3 for details.
20. Is the project located in a previously undeveloped area where there will be loss of greenfield land?	No	No The Proposed Development is located in an area of existing hardstanding.
21. Are there existing land uses on or around the location e.g. homes, gardens, other private property, industry, commerce, recreation, public open space, community facilities, agriculture, forestry, tourism, mining or quarrying which could be affected by the project?	Yes	No. There are a number of facilities in close proximity to the Proposed Development including St Canice's Girls National School, St Canice's Girls Primary School, Supervalu, and Finglas Family Practice. Access to these facilities will be maintained during the construction phase. Air emissions will be generated during the construction phase however these will be minimal and appropriate mitigation measures will be put in place. The Proposed Development is already located in a built – up busy environment and therefore, noise emissions are not expected to be significant.
22. Are there any plans for future land uses on or around the location which could be affected by the project?	No	No
23. Are there any areas on or around the location which are densely populated or built-up, which could be affected by the project?	Yes	No There are a number of facilities in close proximity to the Proposed Development including St Canice's Girls National

Brief Project Description	Yes/No	Is this likely to result in a significant impact Yes/No – Why
		School, St Canice's Girls Primary School, Supervalu, and Finglas Family Practice. Access to these facilities will be maintained during the construction phase. There is a potential for a slight negative, temporary effect on these sensitive receptors as a result of minor disruption and nuisance during the construction phase. Air emissions will be present during the construction phase however these will be minimal and appropriate mitigation measures will be put in place. The Proposed Development is already located in a built – up busy environment and therefore, noise emissions are not expected to be significant relative to the existing baseline.
24. Are there any areas on or around the location which are occupied by sensitive land uses e.g. hospitals, schools, places of worship, community facilities, which could be affected by the project?	Yes	No There are a number of facilities in close proximity to the Proposed Development including St Canice's Girls National School, St Canice's Girls Primary School, Supervalu, and Finglas Family Practice. Access to these facilities will be maintained during the construction phase.
25. Are there any areas on or around the location which contain important, high quality or scarce resources e.g. groundwater, surface waters, forestry, agriculture, fisheries, tourism, minerals, which could be affected by the project?	No	No
26. Are there any areas on or around the location which are already subject to pollution or environmental damage e.g. where existing legal environmental standards are exceeded, which could be affected by the project?	No	No
27. Is the project location susceptible to earthquakes, subsidence, landslides, erosion, flooding or extreme or adverse climatic conditions e.g. temperature inversions, fogs, severe winds, which could cause the project to present environmental problems?	No	No

Appendix A

Finglas Village Improvement Scheme Drawing


Legend:
Footpath
Cycle Track
Continuous Footpath Treatment
Carriageway
Bus Stop
Traffic Island
Works Extent
N
P01 13/12/23 ES JF JF
Issued for Stage Approval (Status S4)
Dublin City Council
Finglas Village Improvement Scheme (Bus Priority)
1:250 @ A1 (1:500 @ A3)
Infrastructure
ARUP
General Arrangement Overview
S4 - For Stage Approval
280280-00
P01

Appendix B

Form 3 – OPR Screening Checklist

Screening Determination:		
A: Case Details:		
Planning Register Reference:		
Development Summary:	**Point Junction Improvement Scheme**	
	Yes / No / N/A:	**Comment (if relevant):**
Does the application include information specified in Schedule 7A?	Yes	
Other relevant information submitted:	N/A	
Does the application include a NIS and/or other reports to enable AA screening?	Yes	Report for the Purposes of AA Screening
Is an IED/IPC/Waste Licence or Waste Water Discharge Authorisation (or review of licence/ authorisation) required from the EPA for the subject development?	No	
If YES has the EPA been consulted?	N/A	
Have any other relevant[1] assessments of the effects on the environment been carried out pursuant to other relevant Directives –for example SEA or AA?	AA	Report for the Purposes of AA Screening Prepared
Examination:		

[1] Relevant assessments are those which have a significant bearing on the project.

Screening Determination:	
1. Characteristics of Proposed Development (including demolition, construction, operation, or decommissioning):	
	If relevant, briefly describe the characteristics of the development (i.e. the nature and extent):
a. The size and design of the whole of the Proposed Development (including any demolition works):	The site of the Proposed Development is approximately 1.65ha. The Proposed Development is described in Section 4 of this report and will comprise the excavation of the existing Seamus Ennis Road and Jamestown Roundabout and the provision of a new traffic signalised junctions with improved pedestrian and cycle access throughout the junctions of Seamus Ennis Road/North Road and Seamus Ennis Road/Clune Road/Glasanaon Road within Finglas Village.
b. Other existing or permitted projects (including under other legislation that is subject to EIA) that could give rise to cumulative effects:	The DCC Planning website was consulted in order to ascertain if there are any other existing or permitted projects that could give rise to cumulative effects, when considered alongside the Proposed Development. Projects of note are identified in Section 6.10 of this report. Given that there are no likely significant effects identified as a result of the Proposed Development, no cumulative effects are identified.
c. Use of natural resources, in particular land, soil, water and biodiversity: *Will construction or the operation of the proposal use natural resources such as land, soil, water, materials or energy, especially any resources which are non-renewable or are in short supply?*	The majority of the Proposed Development area consists of hardstanding along Seamus Ennis Road consisting of road surface, cycle track and footpath. Some energy will be required for the operation of construction compounds, construction lighting etc. However, the amount of energy required to facilitate the Proposed Development is not considered to be significant. There may be some requirement for water usage at the site; for welfare facilities or indeed for dust prevention, in the event that there is any stockpiling of material on site. However again, any water use on site is not expected to be significant and would not be outside what would usually be expected for works of this nature.
d. Production of waste: *Will the proposal produce solid wastes during construction, operation, or decommissioning?*	There will be some waste generated on site. Standard domestic waste will be generated in construction compounds and welfare facilities. This will be segregated at source, removed from site and disposed of in a suitable licenced facility. There will be some Construction and Demolition (C&D) waste generated from the Proposed Development, in the form of some asphalt and/or concrete. The quantities of C&D waste are again, not expected to be significant and will be removed from site and recycled where possible or disposed of in a suitable licenced facility. Should the appointed contractor encounter contaminated ground during the excavation works, it will be managed appropriately and disposed of at suitably licensed and permitted facilities in accordance with the requirements of current Irish waste management legislation. Generation of waste is not anticipated to create a significant impact for the operational period.

Screening Determination:	
e. Pollution and nuisances: *Will the proposal release pollutants to ground or surface water, or air (including noise and vibrations) or water, or lead to exceeding environmental standards set out in other Directives?*	The Proposed Development is located in Air Quality Zone A. The closest air quality monitoring station to the Proposed Development is located in Finglas on Mellowes Road approximately 300m west of the Proposed Development. At the time of writing, the Air Quality Index for Health rating is a 1 which indicates no known issues with air quality in the area. Historic monitoring indicate that PM2.5 levels remain below recorded emission levels in 2010 from an annual mean of approximately 11 µg/m3 to approximately 9 µg/m3. There is potential for some emissions to air to occur as part of the Proposed Development, however there is not expected to be any exceedance in environmental standards set out in relevant Directives. There is not expected to be any emissions to ground or surface water as a result of the proposed excavation works. Refer to Section 6 for a detailed description of the types and characteristics of effects. From a noise perspective, all streets within the site boundaries are mapped as part of the DCC Dublin Agglomeration Strategic Noise Maps. Lden values along these streets predominately range from 60-64dB and 70-74dB on the Strategic Noise Maps. Lnight values range from 55-59dB throughout most of the Proposed Development with readings of 60-6dB at Seamus Ennis/Jamestown Road Junction. Considering the above readings, the baseline noise emanating from the nearby roads surrounding the site is considered to be already quite high There is potential for noise to be generated during the construction phase due to construction traffic and machinery operation. However, noise emissions are not expected to be significant. Standard working hours of 0700 – 1800 Monday to Friday and 0800-1400 on Saturday will apply to all works. Any works outside of these hours would be done by exception. No significant vibration impacts are envisaged during the construction phase. Construction plant with potential to cause vibration impacts are likely to be used such as excavators and dumper trucks. Any potential vibration impacts during the construction phase will be managed by the implementation of appropriate control measures. No significant water pollution impacts are envisaged to ground or surface water receptors during the construction phase. The level of excavation is minimal (max 1150mm) and all potential surface water run off is anticipated to drain into existing drainage systems for eventual treatment at Ringsend Wastewater Treatment Plan (WwTP) before being discharged into Dublin Bay. Best practice construction measures such as silt and sediment controls will be installed prior to the commencement of any construction works. As there are high volumes of traffic identified along the Seamus Ennis Road, there is a potential for traffic disruption during the construction phase of the Proposed Development. Therefore, 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.
f. Major accidents and disasters: *In accordance with scientific knowledge, is there a risk of major accidents and/or disasters which are relevant to the project, including those caused by climate change?*	Given the scale and nature of the proposed excavation works, there is not considered to be any risk of major accidents and/or disasters which are relevant to the project The Contractor will ensure that the Proposed Development are carried out in accordance with the Safety, Health and Welfare at Work (Construction) Regulations 2013 (S.I. No. 291 of 2013). There is a low probability that accidents will occur as the construction works are standard in nature and well understood. Normal good construction practice will ensure that the risk of accidents will be low. It is envisaged that the risk of accidents, having regard to substances or technologies used is very low and therefore will not result in significant environmental effects.
g. Risks to human health, for example due to water contamination or air pollution:	The Proposed Development is not expected to give rise to the release of pollutants to ground, surface or ground water, or air which will lead to exceeding environmental standards set out in other Directives. Refer to Section 6.1 for an assessment of the potential for effects on human health.

Screening Determination:	
2 Location of Proposed Development:	
The environmental sensitivity of geographical areas likely to be affected by the Proposed Development:	If relevant, briefly describe the characteristics of the location (with particular regard to the (a) existing and approved land use, (b) the relative abundance, availability, quality and regenerative capacity of natural resources, and (c) the absorption capacity of the environment):
a. Generally describe the location of the site and its surroundings:	The proposed development covers an area between the junction of Seamus Ennis Road/North Road (to the west) and the junction of Seamus Ennis Road / Clune Road / Glasanaon 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). The Proposed Development is approximately 1.65ha in size.
b. Is the project located within, close to or has it the potential to impact on any site specified in Article 103(3)(a)(v) of the Regulations: – European site – NHA/pNHA – Designated Nature Reserve – Designated refuge for flora or fauna – Place, site or feature of ecological interest, the preservation, conservation, protection of which is an objective of a development plan/ local area plan/ draft plan or variation of a plan.	The Proposed Development is not within the boundary of any Natura 2000 sites. The nearest designated site is 5.7km to the southeast (South Dublin Bay and River Tolka Estuary SPA). The nearest NHA to the site is the Skerries Island NHA, which is located approximately 24.2km to the north-east of the site. The nearest pNHAs to the site is the Royal Canal which is approximately 1.8km south of the site. There are no nature reserves, or nature designated areas of refuge for flora or fauna at or near the site of the Proposed Development. The site is not considered to be of significant ecological interest – refer to Section 6.2 for further information.

Screening Determination:	
c. Are there any other areas on or around the location that are important or sensitive for reasons of their ecology e.g. wetlands, watercourses or other waterbodies (including riparian areas and river mouths), the coastal zone and the marine environment, mountains, forests or woodlands, that could be affected by the project?	The site of the Proposed Development is located in an urbanised area within Dublin City. As such, it is not considered that there are any species of rich biodiversity value on the site, and there are no other areas on or around the site that are considered important or sensitive for reasons of their ecology.
d. Is the proposal likely to be highly visible to many people? Are there any areas or features of high landscape or scenic value on or around the location, or are there any routes or facilities that are used by the public for recreation or other facilities which could be affected by the proposal?	The Proposed Development is located in an urbanised area within Finglas Village in Dublin City. The land represents a mix of commercial and residential developments within the vicinity of the site. During construction, there will be elements that will be visible to people within the site boundaries. Upon completion, the Proposed Development will introduce several significant public realm improvements including new pedestrian areas and rain and wildflower gardens with integrated seating. Therefore, the site is not considered to be of significant landscape character significance.
e. Are there any areas or features of historic or cultural importance on or around the location that could be affected by the project?	There are no Architectural Conservation Areas (ACAs) located within proximity of the site. There are no features of historic or cultural importance on or around the Proposed Development that will be impacted.
f. Are there areas within or around the location which are densely populated or built-up, or occupied by sensitive land uses e.g. hospitals, schools, places of worship, community facilities that could be affected by the proposal?	Sensitive receptors are located near and adjacent to the Proposed Development area. Those in direct proximity to the Proposed Development include the St Canice's Girls National School and St Canice's Girls Primary School. St Canice's Boys National School and Beneavin De La Salle College are both located 60m and 420m to the east of the Proposed Development respectively along Ballygall Road West. Additionally, Finglas Childcare Ltd is situated 40m north of the Proposed Development on North Road. Access routes to the above sensitive receptors will be maintained for the duration of the construction period. There is potential for a slight negative, temporary effect within the vicinity of the Proposed Development during the construction phase as a result of minor disruption and nuisance. St Canice's Roman Catholic Church is also situated approximately 130m to the south of the Proposed Development. Access will be maintained to existing car parks and properties during the construction phase. There will, however, be times whereby access is restricted to facilitate the works. The contractor will liaise with those impacted in advance of the works. Due to the temporary nature of the construction, any potential impacts will be slight and short-term. Therefore, significant impacts to sensitive land uses are not anticipated.
g. Are there any areas within or around the location which contain important, high quality or scarce resources e.g. groundwater, surface waters, forestry,	The site of the proposed work does not contain important, high quality or scarce resources that could be affected by the proposal. The Royal Canal is situated approximately 1.8km to the south of the Proposed Development.

Screening Determination:		
agriculture, fisheries, tourism, minerals, that could be affected by the proposal?		
h. Are there any areas within or around the location which are already subject to pollution or environmental damage, and where there has already been a failure in environmental standards that could be affected by the proposal e.g. the status of water bodies under the Water Framework Directive?	There are no known areas within or around the site of the Proposed Development which are already subject to pollution or environmental damage, or where there has already been a failure in environmental standards that could be affected by the proposal. There are no known surface water features on the site of the Proposed Development. The closest water feature is the Tolka River which is situated approximately 50m to the west of the Proposed Development is culverted under the Finglas Bypass. The Tolka River is classified as a river waterbody that is of 'poor' ecological status and is 'At Risk' in terms of achieving its Water Framework Directive objectives.	
i. Is the site located in an area susceptible to subsidence, landslides, erosion, or flooding which could cause the proposal to present environmental problems?	The site of the Proposed Development is not located in an area susceptible to subsidence, landslides, erosion or flooding which could cause the proposal to present environmental problems. The site is low-lying and located within a built-up area in Dublin City. There are no known surface water features on the site of the Proposed Development. The closest water feature is the Tolka River which is located approximately 50m to the west of the Proposed Development but is culverted under the Finglas Bypass. The site is not located in a flood zone. Thus, there is no risk of flooding of the Proposed Development.	
j. Are there any additional considerations that are specific to this location?	No additional considerations in addition to those previously identified above are specific to this location.	
3 Types and characteristics of potential impacts:		
If relevant, briefly describe the characteristics of the potential impacts under the headings below. (including where relevant the magnitude and spatial extent of the impact (e.g. geographical areas and size of population likely to be affected), nature of impact, intensity and complexity of impact, probability of impact, and duration, frequency and reversibility of the impact):	**If relevant, briefly describe any mitigation measures proposed to avoid or prevent a significant effect.**	**Is this likely to result in significant effects on the environment?**

Screening Determination:		
Population and human health:		
The vision of the Proposed Development is to consolidate Finglas Village by creating an exemplary network of pedestrian dominant key civic spaces, maximising existing assets, improving east-west connections and links across Finglas Road. Key drivers of this vision are the provision of improved facilities for pedestrians and cyclists. These include improved junction design for safer crossings, less waiting time, improved urban landscape and urban design elements and additional cycle parking. The works involve the excavation of the existing traffic island at the McKee and Jamestown Road (North) junction and the provision of additional pedestrian and cycle crossings and the extension of existing two-way cycle track along Seamus Ennis Road. There will also be new public lighting features introduced throughout the site boundary along with raingardens and wildflower gardens with integrated seating features. There will be some construction traffic associated with the construction of the Proposed Development. Additionally, there will be some temporary disruption to pedestrian and cycle routes during the construction phase of the Proposed Development. However, the operation of the Proposed Development will rectify existing safety concerns for active travel users by expanding on pedestrian and cyclist access routes. There will be some dust and noise emissions during the construction phase.	Temporary traffic management measures will be required where the work will cross or run adjacent to the local public roads. These temporary traffic management measures will be designed carefully to enable the works to progress and to manage the safety of workers and the passing public. The temporary traffic management measures will evolve constantly as the works progresses. Thus, as a result of temporary traffic measures, there may be some disruption or nuisance experienced by local residents and businesses. In the event of temporary disruption to access to these receptor, prior engagement will be undertaken to inform any impacted access routes.	No

Screening Determination:		
Sensitive receptors are located near the Proposed Development area and include St Canice's Girls Primary School, St Canice's Girls National School, St Canice's Boys National School and Beneavin De La Salle College. Access routes to the above sensitive receptors will be maintained for the duration of the construction period. Following completion of the Proposed Development, a permanent positive effect on the health of the population is identified as a result of improved infrastructure, services and public services and additional/improved routes for cyclists and pedestrians.		
Biodiversity, with particular attention to species and habitats protected under the Habitats Directive and the Birds Directive.[2] *		
No significant effects on biodiversity are predicted as a result of the Proposed Development. In fact, a slight positive impact to biodiversity is anticipated as a result of additional tree planting and the introduction of rain and native wildflower gardens throughout the Proposed Development.	None required	No
Land, soil, water, air and climate:		
Only shallow excavations and planning will be required during the construction of the Proposed Development. No dewatering will be required during the construction phase of the Proposed Development.	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.	No

[2] *And with particular regard to areas specified in Article 103(3)(a)(v) of the Regulations.

Screening Determination:		
Any surface water run-off that is generated during both the construction and operational phase of the Proposed Development will enter the existing Dublin City Council surface water drainage system for dilution before treatment at the Ringsend WwTP. Best practice construction measures such as silt and sediment controls will be installed prior to the commencement of any construction works. There will be some waste generated on site. Standard domestic waste will be generated in construction compounds and welfare facilities. This will be segregated at source, removed from site and disposed of in a suitable licenced facility. There will be some Construction and Demolition (C&D) waste generated from the Proposed Development, in the form of some asphalt and/or concrete. The quantities of C&D waste are not expected to be significant and will be removed from site and disposed of in a suitable licenced facility. Should the appointed contractor encounter contaminated ground during the excavation works, it will be managed appropriately and disposed of at suitably licensed and permitted facilities in accordance with the requirements of current Irish waste management legislation. There is potential, as in any construction or excavation site, for a pollution event to occur resulting in contamination. There is potential for dust impacts to arise due to construction activities associated with the Proposed Development, including the excavation works and the stockpiling of material on site.	All construction machinery will be stored in a bunded construction compound on site. No fuels will be stored on site. Best practice construction practises will be implemented throughout the duration of the construction phase. Part of the Proposed Development involves the implementation of Sustainable Urban Drainage Systems (SuDS). As such, surface water will be managed in accordance with SuDS. Surface water generated during the construction phase will be managed in line with best construction practices such as the implementation of silt and sediment controls. 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 use around the site. 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. The contractor will implement normal good practice measures in monitoring and reducing exhaust emissions during the construction phase. A CTMP will be implemented for the duration of the construction phase. Construction traffic will be managed to keep trips by Heavy Goods Vehicles (HGVs) to the practical minimum. Construction operations on site, deliveries to site and construction shift times will be managed to ensure minimal disruption and ensure construction traffic will have limited impact on the traditional network peak periods. Construction operations will generally take place between the hours of 0700-1800 Monday to Friday and 0800-1400 on Saturday. Night-time and Sunday working may be required to facilitate street works that cannot be undertaken during day time / evening conditions. The planning of such works by the appointed contractor will take place in consultation	

Screening Determination:		
The Proposed Development 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. Emissions to air from the Proposed Development during the construction phase will be temporary and the effect on air quality is not expected to be significant. Due to the facilitation of active travel routes throughout the Proposed Development and restructuring of existing road networks, there is the potential for a decrease in vehicle usage which would result in a net positive air effect during the operational phase. There will be no significant negative air effects as a result of the Proposed Development. Noise will be generated during the construction of the Proposed Development due to demolition works, excavation works, construction works, construction machinery and construction traffic. Vibration impacts will also potentially arise due to the proposed rock breaking activities to be carried out as part of the excavation works. However, due to the limited extent of rock breaking activities, the duration of vibration impacts are likely to be The effect of construction noise on sensitive receptors in the immediate vicinity of the Proposed Development site are deemed to be temporary and imperceptible due to the short duration of the works and the urban setting of the Proposed Development. With respect to operational traffic noise, it is not expected that there will be a likely significant adverse impacts, considering the	with DCC and will have consideration for sensitive receptors, in particular any nearby residential areas. Noise emissions will be further managed by the implementation of specific control measures. 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 and implemented by the contractor in advance of the construction works.	

Screening Determination:		
existing busy, urban setting.		
*Material assets, cultural heritage and the landscape:**		
Given the volume of traffic through the site, there is the potential for slight negative landscape and visual effects during the construction works. However, as these works will be localised and of short duration, significant impacts to the existing landscape are not anticipated. As part of the landscape design, significant improvements to local biodiversity will be introduced including the planting of new trees and native wildflowers in rain gardens (see Section 6.2). Additionally, integrated seating facilities are designed into the above gardens to create a significantly improved public realm. This will create an overall slight positive impact to the landscape of Finglas Village. The proposed construction strategy will also involve the relocation of several gullies and utility alteration works to facilitate the works. However, the extent of these works will be determined during detailed design stage but the works are unlikely to significantly impact any material assets. There are no national monuments or recorded structures that will be impacted as part of the Proposed Development.	Consultation with the relevant service providers will ensure minimal disruption to existing services during the construction phase.	No
Cumulative effects:		
The DCC Planning website was consulted in order to ascertain if there are any other existing or permitted projects that could give rise to cumulative effects, when considered alongside the Proposed Development. Existing or	None Required	No

Screening Determination:		
permitted projects of significance within 1km of the Proposed Development site which have the potential to give rise to cumulative effects were identified (refer to Section **6.10**). Considering the status of the identified projects and potential projects in the area surrounding the Proposed Development site, none are anticipated to have a significant effect on the baseline environment. Therefore, these projects are unlikely to give rise to significant cumulative effects with the Proposed Development. Further, given that no likely significant effects have been identified as a result of the Proposed Development, no significant cumulative effects are identified.		
Transboundary effects:		
As described in Section 5, the site of the Proposed Development is approximately 1.65ha in size and is located along Seamus Ennis Road in Finglas Village. The Proposed Development will be minor in nature and scale. Thus, there is no potential for transboundary effects to occur as a result of the Proposed Development.	None required.	No
4 Additional Considerations:		
Further relevant information, if any, relating to how the results of any other relevant assessments of the effects on the environment have been taken into account (e.g. SEA, AA screening, AA):	The conclusions of the AA Screening Report have been considered in the preparation of this report.	
Other relevant information / considerations of note:		

Screening Determination:		
C Determination:		
No real likelihood of significant effects on the environment.	√	EIAR is not required
Real likelihood of significant effects on the environment.		EIAR is required
D Main Reasons and Considerations:		
Having regard to the criteria in Schedule 7, the information provided in accordance with Schedule 7A of the Planning and Development Regulations 2001, as amended, and the following: • Set out the main reasons and considerations specific to the nature, size, or location of the Proposed Development, and the types and characteristics of potential impacts: • Where relevant, reference any key mitigation measures of significance to the screening determination: • Where relevant, reference the results of any other relevant assessments of the effects on the environment (e.g. SEA, AA screening, AA): • Any other relevant information: **It is considered that the Proposed Development would not be likely to have significant effects on the environment and that the preparation and submission of an environmental impact report is not therefore required.**		