Comhairle Contae Fhine Gall
Fingal County Council

MAKING COMPLEX EASY

# CHURCH FIELDS LINK ROAD & CYCLE NETWORK

## EIA Screening Report

MDT0875-RPS-00-XX-RP-Z-RP0018
EIA Screening Report
A1 C01
30th January 2020

rpsgroup.com

## Document status

| Status | Revision | Purpose | Authored by | Reviewed by | Approved by | Review date |
|---|---|---|---|---|---|---|
| S0 | P01.01 | Draft Internal Review | CD | P. Chadwick | M. Noonan | 18/11/19 |
| S4 | P01 | Issue for Stage Approval | CD | S. Fanning | M.Noonan | 29/11/19 |
| A1 | C01 | Issue for Planning | C. D'Arcy | S. Fanning | S. Fanning | 30/01/20 |

## Approval for issue

| | | |
|---|---|---|
| Shane Fanning | | 30 January 2020 |

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# 1 INTRODUCTION

Fingal County Council, as part of its commitment under Rebuilding Ireland, has developed a programme of new-build housing on land in its ownership in the Mulhuddart, Dublin 15 area, including improving the environment in existing estates in the area. The proposed works (the 'proposed development') include for a new link road and combined cycle track and footway required to service the development lands, which is the subject of this EIA screening, is located in Mulhuddart, Dublin 15 (herein referred to as the subject site).

RPS has been instructed by Fingal County Council (FCC) to undertake a screening assessment to determine if an Environmental Impact Assessment (EIA) is required for the proposed development. The EIA screening process ascertains whether a development requires an EIA and is determined by reference to mandatory and discretionary provisions.

The purpose of this EIA Screening Report is to establish the likely significant effects of the proposed development on the environment and advise if an EIA is required or not. This EIA Screening Report is set out as follows:

- Section 1 – Introduction;
- Section 2 – Description of the Proposed Development;
- Section 3 – EIA Legislative context of the screening exercise;
- Section 4 – Evaluation of the proposed development in respect of relevant guidance in relation to screening for an EIA;
- Section 5 – Conclusions.

Other Supporting documents (including stand-alone specialist reports) not included in this report but available for consideration to ensure a robust review of the proposed development on the selected site include the following:

- Constraints Study, prepared by RPS;
- Archaeological and Architectural Desktop Analysis, prepared by RPS;
- Options Selection Report, prepared by RPS;
- Cycleway Options Selection Report, prepared by RPS;
- School Cycleway Options Selection Report, prepared by RPS;
- Planning Survey, prepared by RPS;
- Flood Risk Review Report, prepared by RPS;
- Traffic Impact Assessment, prepared by RPS;
- Ecological Appraisal, prepared by RPS; and
- Screening for Appropriate Assessment, prepared by RPS.

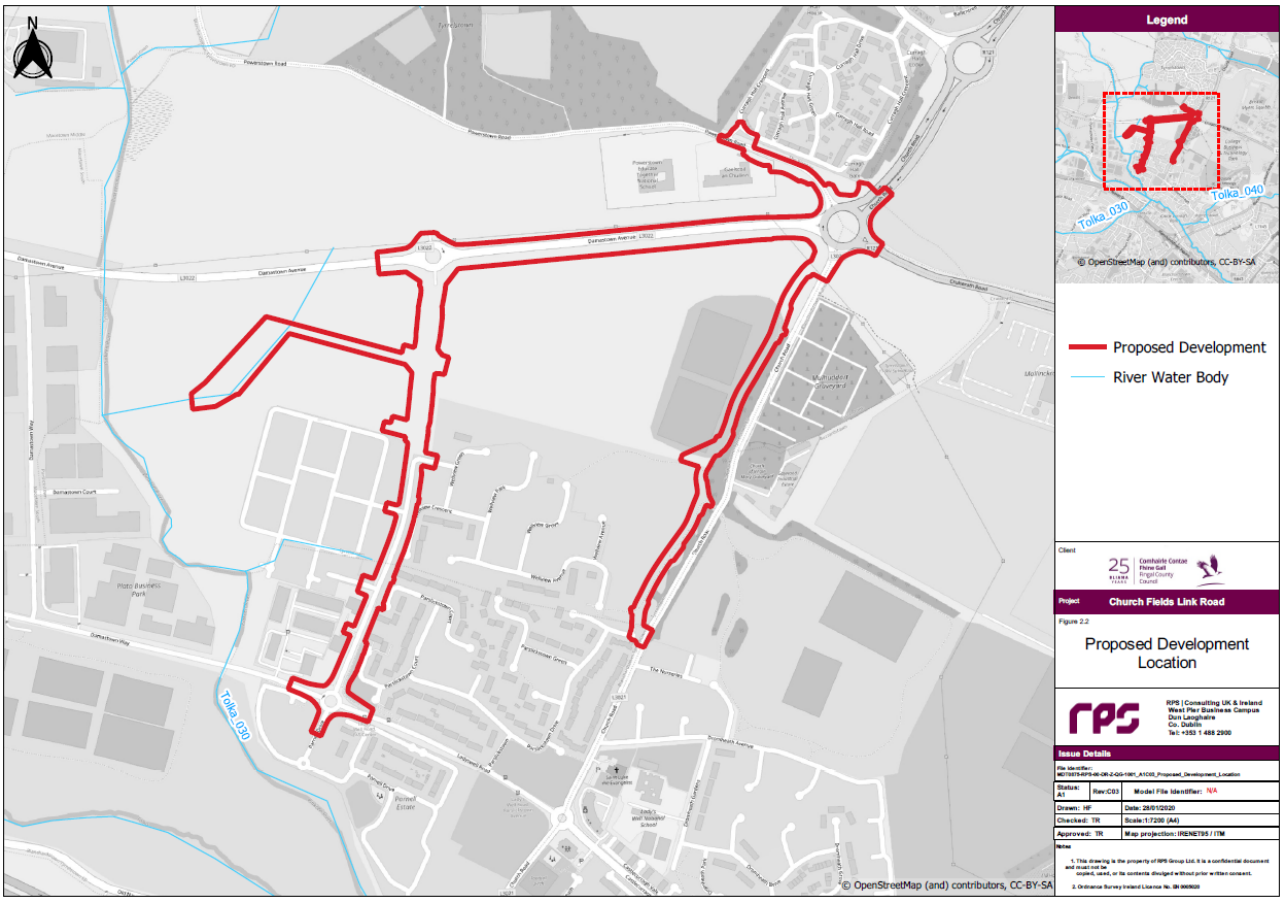
It should be noted that the '*Screening for Appropriate Assessment*' (RPS, 2019) document has informed the ecological considerations within this EIA Screening assessment.

# 2 DESCRIPTION OF THE PROPOSED DEVELOPMENT

## 2.1 Site Location

The site is located north of Blanchardstown in a primarily industrial area close to the N3 National Primary Route as shown in **Figure 2.1**. The existing site is greenfield with an existing residential development directly to the south. The area is zoned for residential development. The site is bound by Damastown Avenue to the north, Church Road to the East, the Pinkeen Stream to the West, and the existing Wellview and Avondale Estates to the south. Significant re-zoning has recently been ratified for the lands between Avondale Estate and Damastown Avenue from Objective GE (provide opportunities for general enterprise and employment) to Objective RS (provide for residential development and protect and improve residential amenity).

**Figure 2.1: Existing Site**




## 2.2 Proposed Development

The proposed development comprises a new link road from an existing roundabout on Damastown Avenue on the northern end of the study area connecting to the established Wellview Avenue to service the development lands in the north adjacent to Damastown Avenue which is intended to be developed (later) in accordance with the Church Field Land Management Plan (CFLMP). It is also proposed to upgrade the existing Wellview Avenue as far as, and including, Ladyswell Road Roundabout in accordance with the CFLMP.

A new combined cycle-track and footway along Damastown Avenue and through the future parkland area parallel to but separate from Church Road is also proposed. This also includes the upgrade and provision of vulnerable road user (VRU) facilities at various locations to tie in with other existing facilities in the area. A series of project drawings is included in **Appendix A**. The main infrastructural elements to be included in the proposed development comprise the following:

- New link road section – two lanes, approximately 300m in length, from an existing roundabout on Damastown Avenue connecting to Wellview Avenue road, including 2m cycle-tracks/lanes, 3m footpaths with appropriately located zebra crossings, planted grass medians and verges, and a new roundabout junction to access the future Church Fields development lands;

- Upgrade the existing two lane Wellview Avenue road section from the above new section to as far as and including Ladyswell Road Roundabout approximately 400m in length, and to include all the same facilities as above;

- A new combined 4m two-way cycle-track and adjacent 2m / 3m footpath approximately 600m in length along the southern side of Damastown Avenue adjacent to existing grassed verge running along the carriageway kerb line, and through the future parkland area adjacent to Church Road, approximately 700m in length, and following the alignment of existing footpath through the existing parkland areas;

- It is proposed to retain the existing adjacent westbound on-road cycle lane for continuity with other sections, likewise for the existing eastbound on-road cycle lane;

- The proposed off-road footpath & cycle-track in this case are at the same level and segregated by different surface finishes and road marking delineation;

- The section provided through the future parkland parallel to Church Road, approximately 700m in length, will follow an alignment to ensure the existing trees are retained and not impacted on by the new track;

- This also includes the upgrade and provision of vulnerable road user (VRU) facilities through and around the Church Road /Damastown Avenue Roundabout to tie in with other existing facilities in the area;

- The upgrade of existing /poorly constructed cycle-tracks on the roundabout to tie in to existing cycle-tracks on the R121 and R121 Cruiserath Road. On the south-western and northern sections around the roundabout will be a 4m two-way cycle-track, However, owing to space limitations on the southern and south-eastern sections, these small sections of cycle lanes will be 2m one-way cycle lanes, therefore cyclists are required to make use of dedicated crossing points to venture around the roundabout;

- An upgrade to the southern side of the Powerstown Road footpath to include a 4m two-way cycle-track to provide a link from the above roundabout to as far as Powerstown Educate Together National School. This is the only section of the entire scheme that will require a sliver of land-take, which will be by agreement with the Department of Education.

- The existing Pelican crossing on the eastern approach of Damastown Avenue to the Church Road /Damastown Avenue Roundabout is to be upgraded to a Toucan crossing, and new Toucan crossings are proposed on each of the other arms of this roundabout;

- New Toucan crossings are proposed on the eastern and western side of the Damastown / Church Field Link Road roundabout at the top of the new link road section;

- New replacement street lighting is proposed on the new and upgraded link road sections, while along the new Damastown Avenue cycle-track, the existing street lighting is to be relocated closer to the road, with additional lighting provided on the back to light the new cycle-track and footpath. There is minimal existing lighting in the parkland areas along the existing footpath, which is proposed to be replaced with more frequent pathway lighting.

- The existing road markings and signage would be refreshed, and new signage and road markings installed as required.

Taking into consideration the findings of separate multi-criteria analysis prepared by RPS (2019a), and feedback and preferences of the Client, FCC, the typical road cross section arrangement is for a two-way carriageway that is segregated by a planted grassed median, with cycle-tracks and footpaths behind the

grassed verges, which themselves are segregated from each other by a 75mm upstand kerb – see **Figure 2.1.**

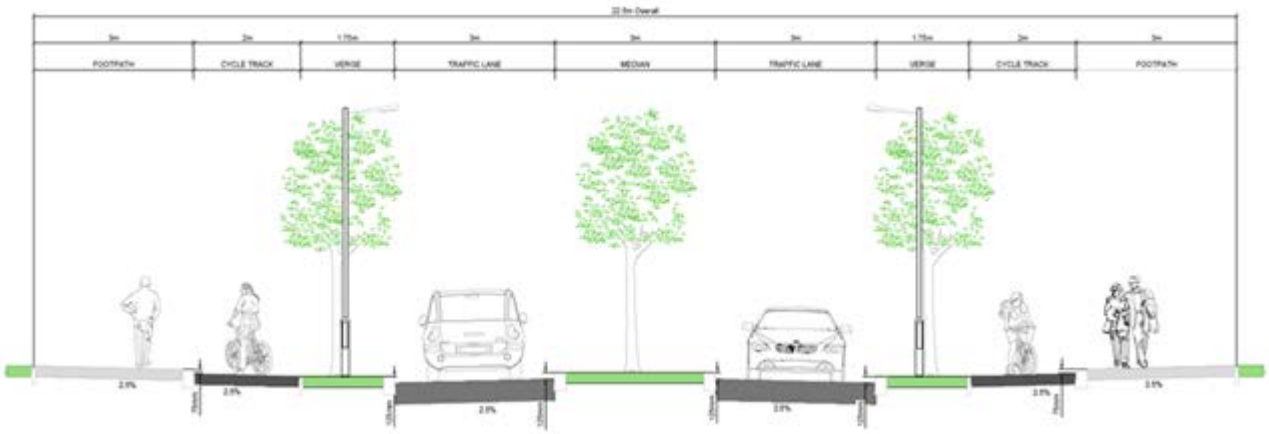



**Figure 2.1: Preferred Option – Typical arrangement**

### 2.2.1 Surface Water Management

The design has focussed on reinforcing the existing road drainage which will likely be utilised. The drainage solution for the proposed development focuses on the existing road junctions and pedestrian crossing points/or tie-in layouts of the cycle lane away from root protection zones of mature trees in the park. All new drainage incorporated as part of the detailed solution shall follow the SUDS train. This will include bio-retention features under the tree pits in the grassed verges, additional percolation pipes in the verge also, as well as attenuated discharge via petrol interceptors into local watercourses.

The proposed development will incorporate a surface water management system which has been designed in accordance with the Greater Dublin Strategic Drainage Study (GDSDS, 2005) approach using Sustainable Drainage Systems (SUDS) techniques. This system, which is illustrated in the Outline Drainage Drawings in **Appendix A ,** recognises seven discrete drainage network areas covering the entirety of the proposed development.

With the existing road sections, the design will reinforce the management of the surface waters to ensure no impact on receiving waters. The key elements of the design, which are applicable across seven of the proposed drainage networks identified, rely on a few overlapping drainage solutions.

On the new and upgraded link road sections, where new central carrier drains are proposed, the following is proposed:

- Tree Pit drainage – For each tree, side-inlet gullies will be the first capture of carriageway surface water through stone lined pits that will focus water into the topsoil tree pit to discharge downwards through the soil into a filter drain lying beneath. The filter drain will direct capture water to the central carrier drains;

- Additional verge storage / percolation – Downstream of the tree pit gullies, additional side-inlet gullies will be the second capture of carriageway surface water, which are linked into closed perforated pipes extending approximately 10m in the grassed verges, where additional surface water will be stored and can percolated down through the filter drain material into the filter drain lying beneath, which captures the water to the central carrier drains as above;

- By-pass gullies – Further downstream of the two previous systems, a standard by-pass gully will take any remaining carriageway surface water that has not been taken into the two previous systems and pipe this into the verge filter drain below, and similarly into the central carrier drains; and

- Footpath & cycle-track drainage – the surface water from the footpaths and off-road cycle -racks will flow into the dished grassed verges where it can percolate through the filter material into the filter drain beneath, which captures the water to the central carrier drains as above.

Percolation alone will not adequately deal with surface water, particularly given the fact that much of the surrounding lands is built upon or destined to be built upon as part of the Church Fields Land Development Plan. The design includes for the enhancement of the existing drainage network and include standard features such as bypass separators, retention pipes and attenuation ponds to deal with surface water.

Each of the seven networks identified, as shown in the **Outline Drainage Drawings** in **Appendix A**, have differing conditions and the discharge of the attenuated surface waters are detailed below.

Area 1 – All flows will follow through the above drainage steps, and ultimately flow through a proposed petrol interceptor at the Damastown Road / Ladyswell Road roundabout. This will tie-in to the existing road drainage and likely discharges into the Powerstown_09 further west along Damastown Road.

Area 2 – Similar to Area 1 drainage solution, the next section will rely on the same drainage steps, but will be directed to Gaywood river, which is largely modified through a housing estate before entering the Powerstown_09 to the west of Tyrellstown.

Area 3 – This is the longest stretch of drainage network identified and will ultimately discharge into the Macetown South, a tributary of the Powerstown_09 river, which itself flows into the Tolka River. The new link road section will follow the same principles as Area 1 and 2, while the drainage of the new cycle track along Damastown Avenue will be through a filter drain adjacent to the track for the most part, with the drainage of a section of the parklands cycle track to the north connected to this filter drain via a filter drain also. Prior to any discharge, surface water will be directed by the proposed road drainage to flow into a proposed new section of pipeline that will run alongside the existing historical road (which follows the line of the future main development western street footpath) before flowing into a proposed series of three attenuation ponds, that are to be located to the west of the wooded section of the Macetown_South. The proposed attenuation ponds will include a bypass separator treatment at its inlet, and a hydro-break or similar at its outfall. These attenuation ponds will form part of the Church Fields Land Management Plan, and will complement the vegetated swale that is proposed for the urban linear park.

Due to the presence of a surface water drainage pipe and manhole which drains a recently built housing development at Avondale Place conflicting with the southernmost pond no. 3, there will be a requirement to redirect this drainage line and manhole through a proposed new section of pipeline and manholes to divert it around pond no. 3 and tie back in to a new combined headwall with the pond discharge outlet at the location of the existing headwall.

Area 4 – The drainage solution for the proposed widened cycle-track and footpath in the park, will comprise a filter drain adjacent to the cycle track where it with flows directed in a southerly direction. A temporary construction tie-in will be provided to tie-in to an existing ditch until such time that the future Linear Park swale is constructed. The surface water from this section will attenuate and infiltrate in this vegetated ditch. The plan is that this Area 4 drainage will be incorporated into the future Linear Park swale when it is constructed.

Area 5 – This area in the parklands will comprise a filter drain where drainage from the proposed cycle-track will be directed into it. The filter drain on for this section will tie-in to the existing road carrier drainage on Church Road just south of the park entrance. The discharge location of this existing road drainage is unknown at present but owing to ground conditions likely flows in a southerly direction to the Powerstown _09 or Tolka River.

Area 6 – The last area in the parkland will comprise discrete works around the Damastown Avenue / Church Road / Powerstown Road roundabout. On the southwest corner of this roundabout, the proposed cycle-track drainage forms part of Area 3. On the north-western and northern sections, the drainage of these small sections of additional two-way cycle track proposed is to crossfall out to the existing roadside gullies and into the existing drainage network on the roundabout. On the south-eastern and southern sections, surface water from the small one-way additional cycle-track can percolate into the retained grassy verges but also to flow to existing road gullies on the carriageway if necessary. Records seem to indicate that this existing roundabout road drainage is piped along Damastown Avenue to the west where it seems to discharge unattenuated or untreated to the Powerstown_09. Owing to the limited nature of the discrete works being carried out around the outside of the roundabout, the drainage solutions are considered to have a negligible impact on the existing drainage and outfall.

Area 7 – The final drainage area for the cycle-track link along Powerstown Road from the roundabout to the national school will comprise a filter drain at the back of the cycle-track that will be connected via a carrier pipe across the Powerstown Road to the existing drainage network on Curragh Hall Crescent in the housing estate on the opposite side of this road. This existing network, which captures all the surface water drainage for Tyrrellstown, flows to the west, where the outfall is unknown, but likely to be the Powerstown_09 watercourse.

The proposed drainage network has identified 7 areas, all ultimately discharging to the Tolka River via a number of smaller tributary watercourses.

This system, detailed in **Appendix A,** will include:

- Bio-retention tree pits;
- Surface water drainage piping and gullies within the hardstanding;
- Class 1 bypass oil interceptor;
- Attenuation pond;
- Flow control device (hydro-break or similar) to greenfield rates;
- Precast outfall to unnamed ditch at the north west of the proposed development site. The installation of the outfall will be completed without the need for instream works or pouring of concrete within 5 m of the watercourse; and
- Filter drains, atop filtration pipes to be constructed in non-road sections.

In addition, it is proposed that a tie in to the foul drainage network will be provided along the as yet unbuilt section of the new Church Fields Link Road to accommodate future developments arising out of the Church Fields Land Management Plan. The proposed foul sewer pipeline will not serve the proposed road and cycle network and would require the consent of Irish Water.

A detailed Construction Environmental Management Plan (CEMP) will be developed in Stage II of the project. The construction methodologies will adhere to the CEMP whereby the environment and operating procedure will commit to protecting watercourses. The methodologies will include:

- Never discharging material into the storm water drainage network without prior approval;
- Undertaking a risk assessment for all activities – never undertaking potentially polluting activities adjacent to open water courses; and
- Not cause or permit any polluting matter to enter the water system at the site.

### 2.2.2 Construction Programme/Phasing

The proposed development can be further characterised by a number of phases, although the duration for each is not yet confirmed. The phases include the following:

#### 2.2.2.1 Advance works

The works to be carried out in advance of the construction of the proposed development will include:

- Preparation of site compound;
- Fencing of working area;
- Changes to existing overhead utilities e.g. existing street lighting, by third party contractor; and
- Traffic management measures on live roads as necessary.

#### 2.2.2.2 Construction

The construction programme / phasing will include:

- Bulk earthworks as necessary – excavation of soil berm to facilitate widened footpath/cycle lane;
- Removal/Disposal of Construction and Demolition (C&D) waste from removed/remodelled roads etc;
- Installation of new drainage (and tie in to existing drainage as necessary);
- Installation of other utilities or provision of ducting for future installation;
- Installation of culvert connecting the future swale on either side of the proposed Church Fields Linear Biodiversity park connection;
- Installation of retaining walls, if required;
- Construction of road and cycle running surfaces/roundabouts;
- Upgrade to existing Pelican crossing and construction of new pedestrian/shared (Toucan) crossing points;
- Marking of road surfaces and installation of signage etc;
- Landscaping and reinstatement of vegetation (owing to the seasonality, this may continue into the operational phase of the proposed development until such time that it becomes established; and
- Removal of works compounds.

### 2.2.3 Operational

The operational phase of the proposed development will include:

- Constructed road is brought in operation either as phased elements or as a completed development for take-over and management by the Local Authority;
- Elements of the construction that might overlap with the earlier stages of the operation of the proposed development (depending on the seasonality) include boundary landscaping treatments as necessary;

### 2.2.4 Habitat Removal and Alteration

Sections of the proposed development are located within an area that is currently developed as residential and commercial developments, as well as ongoing adjacent housing development. The remainder of the land is characterised by made ground (roads and footpaths), rank waste ground and amenity playing fields. There will be limited alteration of semi-natural, managed and rank grassland habitats associated with the proposed development.

There will be loss of existing grassland and footpath to accommodate widened cycle lane/footpath. There will also be loss of narrow strips of grassland to allow for the creation of filter drains.

As the development of the cycle network continues from Damastown Avenue to the Church Road intersection, the excavation of soil berm to facilitate the widened footpath/cycle-lane will be carried out and will result in the loss of patches of scrub.

To facilitate the extension of the new cycle path and connection with an upgraded path alongside the amenity grassland parallel to Church Road, there is a need to remove a narrow area of scrub vegetation.

With the exception of two trees to the west of the proposed development, alongside the No.1 of 3 attenuation ponds, all of the mature trees along the road will be retained, as it is proposed that the upgraded cycle path extend into the amenity grassland. However, it is necessary to deviate the existing path in the direction (1.8m) of the mature wooded vegetation between chainage 1+670 to 1+720 to accommodate the installation of the pathways alongside existing service.

# 3 EIA LEGISLATIVE CONTEXT AND GUIDANCE

EIA requirements derive from EU Directive 85/337/EEC (as amended by Directives 97/11/EC 2003/35/EC and 2009/31/EC, 2011/92/EU) as well as 2014/52/EU on the assessment of the effects of certain public and private projects on the environment. The primary objective of the EIA Directive is to ensure that projects which are likely to have 'significant effects' on the environment are subject to an assessment of their likely impacts. In the context of planning, the EIA Directive is given effect in Ireland through the Planning and Development Act 2000 (as amended).

Ireland transposed Directive 2014/52/EU into Irish law, the European Union (Planning and Development) (Environmental Impact Assessment) Regulations 2018, came into operation on 1st September 2018.

A strengthened screening procedure was one of the key changes introduced by the 2014 Directive. It sets out new information requirements for the developer (Annex IIA) and new selection criteria to be used by the competent authority in making their screening determination (Annex III).

The following sections outline the current planning and development legislative requirements in Ireland regarding EIA screening and the key changes introduced by Directive 2014/52/EU.

## 3.1 Planning and Development Regulations

The legislation relating to the requirement for an EIA for various types of developments is the Planning and Development Act 2000, as amended, and the Planning and Development Regulations 2001, as amended.

### 3.1.1 Mandatory EIA

Ireland has implemented the EU EIA Directive(s) by requiring the preparation and submission of an Environmental Impact Assessment Report (EIAR) for projects falling within classes of development prescribed by Article 93 of, and Schedule 5 to, the Regulations. These Regulations are made pursuant to section 176 of the Planning and Development Act 2000, as amended. Every project listed in Part 1 of Schedule 5 must be subject to an EIA if the stated threshold set therein has been met or exceeded or where no thresholds are set, and accordingly, an EIAR must be submitted to the competent authority with an application for development consent in this regard. Projects listed in Part 2 of Schedule 5, which meet or exceed the thresholds set out, or where no thresholds are set, also require an EIA. Sub-threshold projects in Schedule 5 Part 2 require screening for EIA, except in cases where the likelihood of significant effects can be readily excluded.

The first step is to examine whether the proposed development is a type that is prescribed in the Regulations.

The proposed development consists of a new link road section, cycle-track and footpath infrastructure for accessing and connecting the development lands of FCC. From an examination of Parts 1 and 2 of Schedule 5 of the Regulations, the nature of the proposed development is such that it would not trigger a mandatory EIA under the Regulations.

### 3.1.2 Discretionary or Sub-Threshold Development

Article 92 (Part 10) of the regulations defines '*sub-threshold development'* as:

*'development of a type set out in Schedule 5 which does not exceed a quantity, area or other limit specified in that Schedule in respect of the relevant class of development.*'

It has already been established that the proposed development is not a class of development listed in either Part 1 or Part 2 of Schedule 5 of the Regulations and therefore does not require mandatory EIA. The development proposal must now be considered in the context of discretionary or sub-threshold EIA.

In this regard, Article 103 of the Regulations state that where a planning application for 'sub-threshold' development is not accompanied by an Environmental Impact Assessment Report and the Planning

Authority considers that the development is likely to have *significant effects on the environment'*, it shall, by notice in writing, require the applicant to submit an EIAR.

The Planning Authority must have regard to likely significant effects on specified sites, areas, land places or features, as per Article 103(2):

a) *European Site,*
b) *an area the subject of a notice under section 16 (2)(b) of the Wildlife (Amendment) Act 2000 (No. 38 of 2000),*
c) *an area designated as a natural heritage area under section 18 of the Wildlife (Amendment) Act 2000,*
d) *land established or recognised as a nature reserve within the meaning of section 15 or 16 of the Wildlife Act 1976 (No. 39 of 1976) as amended by sections 26 and 27 of the Wildlife (Amendment) Act 2000,*
e) *land designated as a refuge for flora or as a refuge for fauna under section 17 of the Wildlife Act 1976 as amended by section 28 of the Wildlife (Amendment) Act 2000,*
f) *a place, site or feature of ecological interest, the preservation, conservation or protection of which is an objective of a development plan or local area plan, draft development plan or draft local area plan, or proposed variation of a development plan, for the area in which the development is proposed,*
g) *a place or site which has been included by the Minister for Arts, Heritage and the Gaeltacht in a list of proposed Natural Heritage Areas published on the National Parks and Wildlife Service website.*

The 1997 amending Directive (97/11/EC) introduced guidance for Member States in terms of deciding whether a development is likely to have "*significant effects on the environment".* The guidance is provided by way of criteria set out in Annex III of the consolidated Directive. The criteria have been transposed in full into Irish legislation under Schedule 7 to the Regulations.

### 3.1.3 Schedule 7 and Schedule 7a

Schedule 7A of the EIA Regulations sets out the information, which a developer must provide to the competent authority to inform a screening determination. It states:

*'Information to be provided by the Applicant or Developer for the Purposes of Screening Sub threshold Development for Environmental Impact Assessment:*

*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 regard to the environmental sensitivity of geographical areas likely to be affected.*

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

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

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

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

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

The criteria in Schedule 7 are as follows:

*'1. Characteristics of proposed development*

*The characteristics of proposed development, in particular—*

*(a) the size and design of the whole of the proposed development;*

*(b) cumulation with other existing development and/or development the subject of a consent for proposed development for the purposes of section 172(1A)(b) of the Act and/or development the subject of any development consent for the purposes of the Environmental Impact Assessment Directive by or under any other enactment;*

*(c) the nature of any associated demolition works;*

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

*(e) the production of waste;*

*(f) pollution and nuisances;*

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

*(h) the risks to human health (for example, due to water contamination or air pollution).*

*2. Location of proposed development*

*The environmental sensitivity of geographical areas likely to be affected by the proposed development, 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 legislation, including Natura 2000 areas designated pursuant to the Habitats Directive and the Birds Directive;*

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

*(vii) densely populated areas; and*

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

*3. Types and characteristics of potential impacts*

*The likely significant effects on the environment of proposed development in relation to criteria set out under paragraphs 1 and 2, with regard to the impact of the project on the factors specified in paragraph (b)(i)(I) to (V) of the definition of 'environmental impact assessment report' in section 171A of the Act, 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 development the subject of a consent for proposed development for the purposes of section 172(1A)(b) of the Act and/or development the subject of any development consent for the purposes of the Environmental Impact Assessment Directive by or under any other enactment; and*

*(h) the possibility of effectively reducing the impact.'*

## 3.2 Roads Act

The statutory procedures followed by Transport Infrastructure Ireland (TII) and local authorities/National Road Regional Design Offices (NRRDOs) in the planning, design and implementation of national road schemes are specified in the Roads Act, 1993, as amended by the European Communities Environmental Impact Assessment (Amendment) Regulations, 1999; the Planning and Development Act, 2000; the Planning and Development (Strategic Infrastructure) Act, 2006, and the Roads Act, 2007. In the context of road development, the EIA Directive is given effect in Ireland through S.I. No. 279/2019 European Union (Roads Act 1993) Environmental Impact Assessment (Amendment) Regulations 2019.

'Screening' is the term used to describe the process of ascertaining whether a road scheme requires an EIA and is determined by reference to mandatory and discretionary provisions set out in the Road Act 1993 (as amended).

### 3.2.1 Section 50 (1) and EIA

Ireland has implemented the EU EIA Directive(s) by requiring the preparation and submission of an Environmental Impact Assessment Report (EIAR) for road projects falling within classes of development prescribed in Section 50 of the Directive.

Section 50 (1) of The European Union (Roads Act 1993) Environmental Impact Assessment (Amendment) Regulations 2019 identifies the following road developments that are 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; and*

iv. *Any prescribed type of road development consisting of construction of a proposed public road or the improvement of an existing public.*

*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 500m or more in length in an urban area; and*

b) *the construction of a new bridge or tunnel which would be 100 metres or more in length.*

The proposed development, as described in **Section 2**, is not considered a 'prescribed type of road'. It is the construction of a new road of two lanes only; it is considered to be sub-threshold development. The proposed development would therefore not require a mandatory EIA, however an application for a screening for environmental impact assessment in respect of that development is required to be submitted to the planning authority in whose area the development would be situated.

Section 50 (1) (b)-(d) of the Roads Act, 1993-2016 identifies other mandatory requirements for EIA for road type development in Ireland and include:

b) *If An Bord Pleanála considers that any road development proposed (other than development to which paragraph (a) applies) consisting of the construction of a proposed public road or the improvement of an existing public road would be likely to have significant effects on the environment it shall direct that the development be subject to an environmental impact assessment;*

c) *Where a road authority or, as the case may be, the Authority considers that a road development that it proposes (other than development to which paragraph (a) applies) consisting of the construction of a proposed public road or the improvement of an existing public road would be likely to have significant effects on the environment, it shall inform An Bord Pleanála in writing prior to making any application to the Bord for an approval referred to in section 51(1) in respect of the development;*

d) *In particular, where a proposed development (other than development to which paragraph (a) applies) consisting of the construction of a proposed public road or the improvement of an existing public road would be located on –*

*(i) a European Site within the meaning of Regulation 2 of the European Communities (Birds and Natural Habitats) Regulations 2011 (S.I. No. 477 of 2011);*

*(ii) land established or recognised as a nature reserve within the meaning of section 15 or 16 of the Wildlife Act 1976 (No. 39 of 1976);*

*(iii) land designated as a refuge for fauna or flora under section 17 of the Wildlife Act 1976 (No. 39 of 1976); or*

*(iv) land designated a natural heritage area under section 18 of the Wildlife (Amendment) Act 2000,*

*the road authority or the Authority, as the case may be, proposing the development shall decide whether or not the proposed development would be likely to have significant effects on the environment.*

A screening for Appropriate Assessment has been carried out for the proposed development. The ecological assessment informs the assessment in the evaluation carried out in **Section 4** of this report. The screening for AA determined that, on the basis of a preliminary assessment and objective criteria, the proposed development, alone and in combination with other plans or projects, would not have significant effects on a Natura 2000 site.

### 3.2.2 Sub-Threshold Road Development

The mandatory requirements for EIA for road scheme are based on the type of road (motorway) and the scale of the road (8km or more of four lane road), the discretionary (or sub-threshold) requirements are based on the assessment of the likely significant effects of the proposed road development. The Department of the Environment, Heritage and Local Government has produced guidance on sub-threshold EIA requirements, Guidance for Consent Authorities regarding sub-threshold Development (Department of the Environment, Heritage and Local Government, August 2003).

In considering whether a sub-threshold proposed road development is likely to have significant environmental impacts, the road authority and the Board, under section 50 (1) of the Roads Act, must have regard for the criteria set out in Article 27 of the European Communities (EIA) Regulations. The criteria pertain to the characteristics of the proposed development, the location of the proposed development and the types and characteristics of the potential impacts as outlined above.

## 3.3 EIA Guidelines

### 3.3.1 EIA Guidance for Consent Authorities regarding Sub-Threshold Development

The 2003 Guidance for EIA and sub-threshold development notes that there is a requirement to carry out EIA where the competent/consent authority considers that a sub-threshold development would be likely to

have significant effects on the environment. The criteria, as transposed in Irish legislation, are grouped under three headings - (i) Characteristics of Proposed Development, (ii) Location of Proposed Development and (iii) Characteristics of Potential Impacts.

The key issue is *'are the likely effects 'significant' in the context of these criteria*'. One of the aims of the sub-threshold provisions contained in Irish EIA legislation is to address the issue of cumulative impacts (or in-combination impacts) with other projects. The guidance document states that:

*'those responsible for making the decision must exercise their best professional judgement, taking account of considerations such as the nature and size of the proposed development, the environmental sensitivity of the area and the nature of the potential effects of the development. In general, it is not intended that special studies or technical evaluations will be necessary for the purpose of making a decision.'*

The criteria used in the guidance follows the criteria for determining whether a development would or would not be likely to have significant effects on the environment as set out in Schedule 7 of the Regulations.

### 3.3.2 Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment

In August 2018, the Minister for Housing, Planning and Local Government published Guidelines for Planning Authorities and An Bord Pleanála[1]. These guidelines address key areas introduced by Directive 2014/52/EU including procedures for screening and the introduction of new information requirements to be provided by the developer (Annex IIA) (Schedule 7A of the EIA Regulations) and revised selection criteria to be used by the competent authority in making a determination (Annex III of Directive) (Schedule 7 of the EIA Regulations).

### 3.3.3 Revised Guidelines on the Information to be contained in Environmental Impact Statement – Draft August 2017

In September 2015, the EPA first published the Draft *'Revised Guidelines on the Information to be Contained in Environmental Impact Statements'.* A second draft was published in May 2017 and a third draft in August 2017 titled *Revised Guidelines on the Information to be Contained in Environmental Impact Assessment Reports'*.

The stated primary objective of the guidelines is to *improve 'the quality of EIARs with a view to facilitating compliance (with the Directive). By doing so they contribute to a high level of protection for the environment through better informed decision-making processes".* EIAR is the acronym for Environmental Impact Assessment Report. According to the guidelines the start of the EIA process involves making a decision about whether an EIAR needs to be prepared or not. The draft guidelines note that the decision-making process begins *by examining the regulations and if this does not provide a clear answer then the nature and extent of the project, the site and the types of potential effects are examined.*

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

# 4 EIA SCREENING EVALUATION

This section provides information on the project for EIA Screening and provides information to address the requirements of Schedule 7A and considers the criteria in Schedule 7 of the EIA Regulations. This provides an assessment on whether there are any likely significant impacts arising from the proposed development which would trigger the requirement for an EIA. The assessment has considered the scheme individually and cumulatively with other projects.

## 4.1 Screening Methodology

Screening is the first stage in the EIA process, whereby a decision is made on whether EIA is required. This screening assessment was undertaken with regard to the following legislation and guidance including:

- EIA Directives;
- The Planning & Development Act 2000, as amended;
- The Planning and Development Regulations 2001, as amended;
- The European Union (Roads Act 1993) Environmental Impact Assessment (Amendment) Regulations 2019;
- European Commission (June 2001), Guidance on EIA, Screening ;
- EPA (2002), Guidelines on the Information to be contained in Environmental Impact Statements;
- EPA (2003), Advice Notes on Current Practice in the preparation of Environmental Impact Statements;
- DECLG (2003), EIA Guidance for Consent Authorities regarding Sub-threshold Development;
- DECLG (2013), Guidelines for Planning Authorities and An Bord Pleanála on Carrying out Environmental Impact Assessment;
- EPA (September 2015), Advice Notes for Preparing Environmental Impact Statements, Draft ;
- EPA (August 2017), Revised Guidelines on the Information to be contained in Environmental Impact Statements Draft ; and
- Department of Housing, Planning & Local Government (August 2018), Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment.

The EIA screening exercise initially assesses the development for mandatory EIA using classifications defined in the appropriate legislation (refer **Section 3**). Where no mandatory requirement is concluded, screening advances to sub-threshold development assessment, where the competent authority evaluates whether the project is likely to have a significant effect on the environment, with reference to its scale, nature, location and context.

The following study including environmental, archaeological, visual, human and cultural receptors in the vicinity of the proposed works was carried out to inform this screening assessment.

## 4.2 Description of the Proposed Development

The Guidelines describe the information to be considered under this heading as:

*'the size of the proposed development, the cumulation with other proposed development, the use of natural resources, the production of waste, pollution and nuisances, the risk of accidents and having regard to substances or technologies used.'*[4]

Annex II A (2a) requires a *description of the physical characteristics of the whole project and, where relevant, of demolition works*.

### 4.2.1 The Size and Design of the whole of the Proposed Development

Details on the footprint of the infrastructure required for the proposed scheme along with details on the design are provided in **Section 2** and associated detailed drawings shown in the General Arrangement drawing in **Appendix A.** In short, the proposed development footprint is c. 3.5 ha and is north of Blanchardstown in a primarily industrial area close to the N3 National Primary Route and comprises of the following:

- New link road section – two lanes, approximately 300m in length, from an existing roundabout on Damastown Avenue connecting to Wellview Avenue road, including 2m cycle tracks/lanes, 3m footpaths with appropriately located zebra crossings, planted grass medians and verges, and a new roundabout junction to access the future Church Fields development lands;

- Upgrade the existing two lane Wellview Avenue road section from the above new section to as far as and including Ladyswell Road Roundabout approximately 400m in length, and to include all the same facilities as above;

- A new combined 4m two-way cycle track and adjacent 2m / 3m footpath approximately 600m in length along the southern side of Damastown Avenue adjacent to existing grassed verge running along the carriageway kerb line, and through the future parkland area adjacent to Church Road, approximately 700m in length, and following the alignment of existing footpath through the existing parkland areas;

### 4.2.2 The Cumulation with other Existing Development and/or Development the Subject of a Consent for Proposed Development

Schedule 7 of the EIA Regulations requires that the characteristics of the development include an examination of the potential for cumulative impact of the proposed development with other existing developments and nearby consented developments, along with proposed developments, which are the subject of a consent which require EIA or other enactment e.g. SEA.

The proposed development falls under the Church Field Land Management Plan (CFLMP). A copy of the DRAFT Church Fields Land Management Plan (CFLMP) was provided by Fingal County Council. This CFLMP has been prepared with the primary purpose of developing the lands between Wellview/Avondale estates and Damastown Avenue for residential housing and other community needs facilities, and developing local improvements, place making, public realm and green areas, and better functioning open spaces.

The CFLMP proposes a range of residential building types, with open spaces, public realm areas, a linear park, and a series of streets connecting all these areas together. The Church Fields Link Road is included in the plan as the main arterial street through the development.

As mentioned above, there is a Linear Park proposed between the residential development being provided in this CFLMP and the existing housing estates and developments in Wellview and Avondale. This Linear Park stretches from east to west across the entirety of the study area. As the proposed link road will bisect this park, it is envisaged that the provision of a pedestrian link between the eastern and western sides of the park will need to be provided.

A search was conducted of planning applications (projects) within the vicinity of the proposed development, using the Fingal County Council planning portal map viewer[2] and the Department of Housing, Planning and Local Government EIA portal map viewer[3]. The search was limited to the five-year period preceding the date of issue of this report and excluded retention applications (i.e. typically local-scale residential or commercial developments where an impact has already occurred), incomplete, withdrawn, and refused applications.

[2] Available online https://www.planning.fingalcoco.ie. Accessed October 2019.

[3] Available online at http://housinggovie.maps.arcgis.com/apps/webappviewer/index.html?id=d7d5a3d48f104ecbb206e7e5f84b71f1. Accessed October 2019.

The relevant projects with potential for cumulative and in-combination impacts with the proposed Church Field Road Link Road and Cycle Network are detailed in **Table 4.1**.

The proposed development, during the construction phase may cause temporary, short term impacts in cumulation with other plans and projects. The operation of the proposed development, in combination with other plans and projects, is considered to have a long-term positive impact by protecting and improving residential amenity.

**Table 4.1: Proposed Developments within the vicinity of the Church Fields Link Road & Cycle Network**

| Planning Application Reference Number | Project/Applicant Name and Proposed Location | Brief Development Description and potential Cumulative Effects | Application Status/ Outcome | Approximate Distance and Direction from Proposed Development | Date Planning Application Granted |
|---|---|---|---|---|---|
| FW15A/0047 | Damastown Industrial park, Electro automation group, extension | The development will consist of extension to existing mezzanine first floor offices for additional office space within the existing warehouse together with modifications to elevations, installation of external fire escape, relocating the existing EA House Sign and the erection of a new Easy Trip back lit sign, ten new car park spaces and all associated site works. The proposed link road and cycle-track is likely to have a long-term positive impact by protecting and improving the amenity. | Grant Permission | 800m west of Wellview Ave | 10 July 2015 |
| FW15A/0100 | Tech Group Europe, Damastown Close, Damastown Industrial | Permission for a new medical device injection moulding facility of total gross floor area 5,545m$^2$ on lands immediately to the north of its existing facility. The proposed link road and cycle-track is likely to have a long-term positive impact by protecting and improving the amenity. | Grant Permission | 800m west of Wellview Ave | 13 October 2015 |
| PARTXI/002/16 | Modular housing. Fingal County Council. Welllview Green, Mulhuddart | Construction of 20 modular houses and associated site development and external works. This is a Part XI type application which is 'Development by Local Authority'. The proposed link road is likely to have a long-term positive impact on the proposed residential development by protecting and improving residential amenity. | Currently under consideration | 100m east of the proposed new link road section | Not given |
| FW16A/0181 | Betania Limited, Site bounded by Powerstown Educate Together NS to east, greenfield lands to south and west, Powerstown Rd to north, Powerstown Road, Tyrellstown | The development shall consist of the provision of a Place of Worship (overall GFA c. 2,784 sq m) building (overall height c. 11.95 m) comprising a sanctuary for c. 744 worshippers (c. 1,085 sqm) with parent areas; choir and orchestra spaces; media area and stage; toilets; fellowship halls; a conference room; 8 no. community rooms; secretary and pastor areas; and all ancillary accommodation. The development includes 171 no. car parking spaces; 6 motorcycle spaces; 5 no. mini-bus parking spaces; 50 cycle parking spaces; new vehicular access via Powerstown Road; provision of site services and new drainage connections along Powerstown Road; and all site development, boundary treatment and landscape works. The proposed link road and infrastructure development is likely to have a long-term positive impact on the Place of Worship building by improving connectivity and infrastructure amenity. | Grant Permission | 150m north of the proposed development on Damastown Ave | 21 Mar 2017 |

## CHURCH FIELDS LINK ROAD & CYCLE NETWORK

| Planning Application Reference Number | Project/Applicant Name and Proposed Location | Brief Development Description and potential Cumulative Effects | Application Status/ Outcome | Approximate Distance and Direction from Proposed Development | Date Planning Application Granted |
|---|---|---|---|---|---|
| FW17A/0189 | Barclay Chemicals Ltd, Barclay Chemicals Ltd., Damastown Way, Damastown Industrial Park, Mulhuddart, Dublin | The development will consist of: (i) an extension to the existing car park (including the removal of some soil that has been stockpiled on the site), (ii) the creation of a new external staff seating area at the front of the offices and the installation of a new bicycle shelter. An IPC (integrated pollution prevention and control) licence is in place and granted by the EPA. The proposed link road The proposed link road and cycle-track is likely to have a long-term positive impact on the commercial development by improving connectivity and amenity. | Grant Permission | 500m west of the proposed development on Wellview Ave | 08 December 2017 |
| PARTXI/003/17 | Fingal County Council, Church Road, Mulhuddart, Dublin 15 | Construction of 22 new dwelling units and associated site development and external works. The proposed link road and cycle-track is likely to have a long-term positive impact by protecting and improving the amenity | Pending | 250m south-east of the proposed cycle-track and footpath adjacent to Church Road | Not given |
| PARTXI/004/17 | FCC Housing, Church Road | Construction of 65 new dwelling units and associated site development and external works. The proposed link road and cycle-track is likely to have a long-term positive impact by protecting and improving the amenity | Currently under consideration | 400m south of the proposed cycle-track and footpath adjacent to Church Road | Not given |
| PARTXI/002/17 | New dwelling units Housing Department. Avondale, Mulhuddart, Dublin 15 | Construction of 44 new dwelling units, and associated site development and external works. The proposed link road and cycle-track is likely to have a long-term positive impact by protecting and improving the amenity | Pending | 1m west of the proposed new link road section | Not given |
| PARTXI/006/18 | Architects Department, Wellview Estate, Mulhuddart, Dublin 15 | The proposal, which accords with the Development Plan policy and zoning objectives for the site, includes the construction of 20 no. dwellings and all associated site development works. The proposed link road and cycleway development is likely to have a long-term positive impact on by improving connectivity and infrastructure amenity. | Registered application | 300m south of the proposed cycle-track and footpath adjacent to Church Road | Not given |
| FW18A/0061 | Co-operative housing Ireland Society Limited, 123 Avondale Park | The development will consist of: The change of use of an existing two storey premises from community office and creche with outdoor play area to the rear, to community spaces with outdoor area to the ear and office use only totalling 519 sq. The cumulative impact of the proposed link road and cycleway development is likely to have a long-term positive impact on the residential development by protecting and improving residential amenity. | Grant permission | 100m west of the proposed new link road section. | May 2018 |

## CHURCH FIELDS LINK ROAD & CYCLE NETWORK

| Planning Application Reference Number | Project/Applicant Name and Proposed Location | Brief Development Description and potential Cumulative Effects | Application Status/ Outcome | Approximate Distance and Direction from Proposed Development | Date Planning Application Granted |
|---|---|---|---|---|---|
| FW19A/0076 | Parslickstown, Navan Road, Mulhuddart, Dublin 15 | The development will consist of a light industrial warehouse/data centre totalling 1800 sq.m, 370 sq.m of which will be office space, the provision for 20 car parking spaces, landscaping and all associated site and drainage works The upgrade and provision of on-road infrastructure including bicycle infrastructure as part of the proposed development is likely to have a long term positive impact by protecting and improving the amenity in the area. | Request Further Information | 800m south-west of Damastown/Ladysw ell roundabout. | 21 May 2019 |
| FW19A/0123 | Masterlink Logistics | The development will consist of a two-storey commercial unit comprising of a vehicle testing centre, vehicle maintenance centre, reception area, ancillary offices, staff areas at ground floor signage, associated car parking, site development works and landscaping. The site will be accessed via 1 no. proposed new vehicular entrance off Damastown Close. The proposed link road and cycle-track is likely to have a long-term positive impact by protecting and improving the amenity. | Request Additional Informations | 800m west of the proposed development on Wellview Ave | Not given |

### 4.2.3 The Nature of Any Associated Demolition Works

The demolition works associated with the proposed development is limited as much of the development is on made ground. An Outline Waste Management Plan has been prepared for the proposed development and a detailed Construction Environmental Management Plan (CEMP) will be developed in Stage II of the project. Waste arisings from the potential demolition works may be reused depending on the suitability of the demolition material. If low levels of contamination are encountered during the construction works, soil testing and a risk assessment of material may be undertaken to assess its potential for use.

In the event that disposal offsite is required, the material shall be tested for disposal at an appropriate permitted or licensed facility waste management facility in accordance with the Waste Management Act 1996 as amended.

The proposed development will therefore not give rise to significant demolition waste arisings or any other associated environmental impacts.

### 4.2.4 The Use of Natural Resources in Particular Land, Soil, Water and Biodiversity

Use of Natural Resources: The proposed development will require the following natural resources:

- Water for construction activities, dust minimisation and welfare facilities
- Fuel for the refuelling of construction vehicles
- Granular material for construction works

**Land & Soils:** The proposed development has a very limited footprint in terms of effects relating to land use and soils as the proposal is linear. There is a small parcel of land take south of the Powerstown Road footpath to accommodate the proposed cycle-track and footpath. This land take will be in agreement with the Department of Education. The majority of the development on the north western half of the study area is on made ground. The land in this area is dominated by bare or disturbed ground associated with site compounds and previously halted works, scrub and rank grassland, much of it made ground associated with earlier preparatory works in the north western half of the study area. The SUDS attenuation pond as a water feature is located west of the proposed new link road section and large open grassed amenity areas with peripheral walkways are located along the eastern part of the site, parallel to Church Road. At the eastern boundary of the development amenity grassland will be utilised for SUDS.

The proposed development will include an excavation programme during construction works, which will be designed to take cognisance of the ground conditions existing within parts of the site. The excavation of soil berms to facilitate widened footpath/cycle-lanes and the proposed attenuation ponds. Material will be reused as far as possible. Excavated material is to be incorporated into the embankments and final landscaping of the works area. This will depend however on the suitability of the excavated material. If low levels of contamination are encountered during the construction works, soil testing and a risk assessment of material shall be undertaken to assess its potential for use.

Construction spoil will be managed via temporary storage at the construction compound. In order to encourage the prevention of waste including the lawful and beneficial use of excess uncontaminated soil and stone resulting from excavation works, any material that cannot be re-used on site will be considered under Article 27 of the European Communities (Waste Directive) Regulations 2011. Unsuitable material will be removed off site for disposal at an appropriate permitted or licensed facility based on Waste Management Acts 1996, as amended. Where spoil cannot be immediately disposed of due to access restrictions at time of works this will be transferred at the earliest convenience to a suitably licensed or permitted waste facility. Preference is to dispose of all materials on the day.

Exact quantities of material required have not been determined at this point, however, it is considered that waste soil quantities will be low and there will be no significant effects on the environment given the scale and nature of the work proposed involved.

**Water:** There is unlikely to be the requirement for any substantial water use, which would be for standard construction activities such as water for concrete and water misting for dust minimisation. Welfare facilities within the site compound will be set up and will remain operational for the duration of the works.

Water is to be drawn from the existing water mains connection. All drilling water would be recycled to reduce the water use requirement for this activity.

The flood extents on the OPW FloodInfo website are currently under review for the River Tolka. However, a draft Strategic Flood Risk Assessment Report (ROD, 2019) for the Church Fields Land Management Plan was carried out in three stages:

- Stage 1 – Flood Risk Identification
- Stage 2 – Initial Flood Risk Assessment
- Stage 3 – Detailed Flood Risk Assessment

A Flood Risk Review report by RPS (2019a) has been produced as part of the assessment of Church Field Link Road and Cycle network project. The results of the hydraulic modelling indicated that the proposed link road will not to be susceptible to fluvial flooding from the East Pinkeen Stream for both the 1% and the 0.1% Annual Exceedance Probability (AEP) events. However, the proposed link road is indicated to be susceptible to flooding from overland flow. The report proposes SuDS to address flooding from pluvial sources. Therefore, recommending the draft FRA to be adopted to inform the design and final layout for Church Fields Road Link design.

The proposed development site is not within any historically recorded flood event, and it does not intersect any area associated with low, medium or high flood probability. Furthermore, the proposed development site has an AEP of less than 0.1%[4].

**Biodiversity:** Given the modified nature of the site owing to development as well as historic ground preparations for part of the large Church Fields Land Management Area, the number of habitat types surrounding the proposed development is limited. The northern half of the site is dominated by site compound and previously halted works, scrub and grassland, much of it is made ground associated with earlier preparatory works.

With the exception of two trees to the west of the proposed development, alongside the pond #1 of 3 attenuation ponds, all of the mature trees will be retained in the footprint of the proposed development. In general, no works shall be permitted to the mature treeline along the eastern boundary of the study area. This area will be fenced off at the outset of works in the adjacent working area and for the duration of the works in that area to avoid structural damage to the trunk, branches or root systems of the trees. These works will be in accordance with the requirements of BS 5837:2012. Temporary fencing (post and rail) will be erected at a sufficient distance from linear features so as to enclose the Root Protection Area (RPA) of the tree. In general, the RPA covers an area equivalent to a circle with a radius 12 times the stem diameter (measured at 1.5m above ground level for single stemmed trees, or above the root flare for multi-stemmed trees).

However, owing to the presence of underground services and the need to facilitate the pathways, there is a requirement to deviate approximately 1.8m at most from the existing path in the direction of the mature treeline at chainages 1+670 to 1+720, a distance of approximately 50 metres. The proposed deviation will not require the works to be undertaken within the mature canopy, but will likely be within the RPA in this area. Furthermore, if limited construction activities are required within the RPA, e.g. excavation work to tie into existing drainage features, then a qualified arborist will advise on the best methods for protecting the tree. For example, any excavation works carried out within the RPA will need to avoid damage to the protective bark covering larger roots. This may involve excavation by mini-digger and/or hand as deemed appropriate. Exposed roots will be wrapped in a hessian sacking to avoid desiccation and roots less than 2.5cm in diameter can be pruned back to a side root. The advice of a qualified arborist will be sought if larger

[4] Available online at: http://www.floodinfo.ie/map/floodmaps/. Accessed October 2019.

roots that influence anchorage need to be severed. Any remedial works required to trees will be carried out by a qualified arborist.

The removal of juvenile trees on roadside verges along Wellview Avenue is required to facilitate the proposed widened foot and cycle paths.

There will also be some alteration of amenity grassland along the eastern boundary of the site to construct a filter drain.

The section through the future parkland parallel to Church Road will follow an alignment to ensure the existing trees are retained and not impacted on by the new footpath and cycle-track. To facilitate the extension of the new cycle path, there is a need to remove a narrow area of scrub vegetation

No known invasive species issues have been identified. There will be changes in vegetation composition, however, these are not considered to result in appreciable loss of habitat as the bulk of the works are linear in nature.

Planting will be required as detailed in **Section 2** to compensate for verge losses and to mitigate the landscape and visual effects arising from the scheme. Landscaping and reinstatement of vegetation (owing to the seasonality nature of the works)may continue into the operational phase of the proposed development until such time that it becomes established.

### 4.2.5 The Production of Waste

The control of waste in the construction phase will be through best practice methods for disposal and adherence to the Construction Environmental Management Plan (CEMP), to be developed in Stage II of the project. A suitable document plan for the handling, storage and ultimate disposal of all waste will be developed

In relation to waste and materials reuse management, only approved waste collection permit holders will be contracted for the collection of waste from the site during the construction phase of the Church Fields Link Road and Cycle Network

Materials used to build the Church Fields Link Road and Cycle Network development will be sourced from operators with the appropriate permissions/licences. Exact quantities of material required have not been determined at this point, however, it is considered that there will be no significant effects on the environment given the scale and linear nature of the work proposed. In addition, the detailed CEMP will include waste minimisation measures to be adopted including reducing waste or surplus materials on site by avoiding over-estimation of purchasing requirements, establishing a ‘take back’ system with suppliers, etc.

A quantity of material will require excavation for the infrastructure outlined in **Section 2**. Any excavated material will be reused on site for backfilling, regrading and landscape purposes where possible.

In order to encourage the prevention of waste including the lawful and beneficial use of excess uncontaminated soil and stone resulting from excavation works, any uncontaminated soil and stone material resulting from excavation works that cannot be re-used on site may be taken off-site in the form of Article 27 of the European Communities (Waste Directive) Regulations 2011 subject to the correct consent process by the Environmental Protection Agency (EPA).

Waste arisings from the potential demolition works may be reused as outlined in **Section 4.2.3.** If low levels of contamination are encountered during the construction works, soil testing and a risk assessment of material shall be undertaken to assess its potential for use.

Any material requiring disposal offsite will be disposed of at an appropriate permitted or licensed facility based on Waste Management Acts 1996, as amended. In the event that disposal offsite is required, the material shall be tested for disposal at an appropriate waste management facility in accordance with the Waste management Act 1996, as amended.

In relation to waste and materials reuse management, only approved waste collection permit holders will be contracted for the collection of waste from the site during the construction phase of the Church Fields Link Road and Cycle Network development.

### 4.2.6 The Risk of Major Accidents and/or Disasters including those caused by Climate Change

The proposed development will be designed, constructed and operated in accordance with the following health and safety regulations and guidelines (or as updated):

- Safety, Health & Welfare at Work (Construction) Regulations 2006 to 2013;
- Safety, Health and Welfare at Work (Construction) (Amendment) Regulations 2019 (S.I. No. 129 of 2019);
- Safety, Health & Welfare at Work Act 2005; and
- Safety, Health & Welfare at Work (General Application) Regulations 2007 to 2016.

A construction methodology has not yet been determined for the proposed development. The construction method would be considered standard, with no novel construction methodologies and not particularly complex. Therefore, the risk of accidents occurring during construction are considered to be low. A detailed CEMP which will be developed in Stage II of the project by the appointer Contractor following agreement on suitable construction methodologies and sequencing of works for the project.

A Traffic Management Plan will be produced by the appointed Contractor, this will mitigate risk associated with construction traffic.

The use of SUDS to minimise and limit the extent of hard surfacing and paving and the use of sustainable drainage techniques where appropriate in the design of the new link road, cycle paths and footpaths in order to reduce the potential impact of existing and predicted flooding risks as a result of climate change.

### 4.2.7 Risks to Human Health

Overall the proposed development will have a positive impact on human beings in the wider area in terms of protecting and improving residential amenity through development of cycleways and footpaths.

It is considered that the proposed development will have a negligible impact on human beings in the wider area in terms of water. During construction there is potential for pollution and nuisance as outlined in **Section 4.2.6**; however, such impacts will be minor and temporary and will be subject to best practice control measures and the implementation of the CEMP.

During operation, it is considered extremely unlikely that a pollution event would occur of a magnitude that would have any significant negative impact on water quality and therefore it is considered that there are little or no risks to human health as a result of the proposed scheme.

The CEMP outlines the requirement for a Health and Safety Plan. Implementation of a Health and Safety Plan will ensure no risks to human beings working on the site or living/working adjacent to the site during construction. As noted in **Section 4.2.6**, a Traffic Management Plan will be produced by the appointed Contractor, this will mitigate risk associated with construction traffic.

### 4.2.8 Pollution and Nuisances

There is potential for pollution and nuisances to arise during the construction phase as a result of increases in traffic, changes in air quality (traffic emissions, dust), changes in noise and vibration (particularly during demolition) and potential for surface water contamination. The main receptors will be local residents. Local businesses may also be impacted in the upgrade of the existing two lanes on Wellview Avenue up to Ladyswell Road Roundabout. Other receptors include recreational visitors to Lady's Well Park and Mulhuddart Cemetery located east of the proposed development taking place on Church Road.

Construction activity will lead to temporary increases in road traffic along Damastown Avenue, Church Road and Wellview Avenue. This is estimated to last approximately 12 months. Temporary haul roads are unlikely to be needed due to the restricted nature of the works, however some improvements may be required along the existing footpath through the future parkland areas adjacent to Church Road where existing walking tracks will be required to accommodate construction traffic. This will ensure existing trees are retained and not impacted on by the new footpath and cycle-track. The appointed Contractor shall prepare a Traffic Management Plan for approval by the FCC and in advance of any construction works commencing.

The CEMP will include noise and vibration control measures to minimise the impact of noise on the immediate environs due to construction activities associated with the scheme. These measures include operating hours, limiting the construction work to daytime period between at 08:00-19:00, Monday to Friday and Saturday 08:00-16:00. No work shall be planned for outside these hours including weekends or Public Holidays. Furthermore, FCC and their contractors will be required to comply with requirements on noise control detailed in European Communities (Construction Plant and Equipment) (Permissible Noise Levels) Regulations and the Safety, Health and Welfare at Work (Control of Noise at Work). All plant items used during construction will comply with standards outlined in the 'Safety, Health and Welfare at Work (Control of Noise at Work) Regulations' and the 'European Communities (Construction Plant and Equipment) (Permissible Noise Levels) Regulations'. Reference will be made to BS 5228: Part 1: 2009 (Noise Control on Construction and Open Sites Part 1. Code of Practice for Basic Information and Procedures for Noise Control).

Similarly, the CEMP will include measures for the management of dust during construction. Where appropriate, dust monitoring is recommended near site boundaries/sensitive receptors. The TA Luft/VDI 2119/Bergerhoff Method of dust emission monitoring will be employed. The TA Luft total dust deposition limit value (soluble and insoluble) of 350 milligram per square metre per day will be adopted. If dust levels are found to be higher than 350mg/$m^2$/day, further mitigation measures will be required. Trucks leaving the site will be adequately cleaned to ensure soil, mud and other site debris is prevented from spilling onto adjoining roads and footpaths. Roads and footpaths will be cleaned on a regular basis as required.

There is potential, albeit low, for accidental release of pollutants e.g. spillage of fuel or cement or release of sediment from excavations, into the surrounding environment including the surface and groundwater environment. The CEMP will include a Surface Water Management Plan and Sediment Control Plan to ensure the implementation of best practice construction methodologies that will minimise potential impacts on receptors. This will be managed by the appointed Contractor by adherence to the CEMP and measures, including SUDS, described in **Section 2**.

There is a small risk that once infrastructure is operational, that maintenance works may result in spillages. However, the release of fuel or other liquid to the surface water network is highly unlikely.

## 4.3 Location of the Proposed Development

### 4.3.1 Existing and Approved Land Use

The northern half of the site is dominated by site compounds and previously halted works, scrub and rank grassland, much of it made ground associated with earlier preparatory works. Large open grassed amenity areas with peripheral walkways are located along the eastern part of the site, parallel to Church Road. The greenfield area with an existing residential development directly to the south.

The area is zoned for residential development. There is an existing residential development south of Damastown Road and west of Church Road. The site is bound by Damastown Avenue to the north, Church Road to the East, the Pinkeen Stream to the West and the existing Wellview and Avondale Estates to the south. The site is located north of Blanchardstown close to the N3 National Primary Route. Commercial industries and businesses are prevalent west of the study area and are important to the local economy. Agriculture is also a relevant feature towards the north of the study area.

### 4.3.2 Relative Abundance, Availability, Quality and Regenerative Capacity of the Natural Resources (including soil, land, water and biodiversity) in the Area and its Underground

**Soil**: According to GSI Bedrock Geology mapping the proposed development comprises of fine loamy drift with limestones. The north west of the site area is located on made ground. Any soil excavated during construction, will be used for backfilling, regrading and landscaping purposes on site where possible. Any material requiring disposal offsite will be disposed of at an appropriate permitted or licensed facility based on Waste Management Acts 1996, as amended.

**Water:** The proposed development will be undertaken in the vicinity of the lands drained by two river water bodies; Tolka_030 (IE_EA_09T010800) [Tolka River] and Powerstown (Dublin)_010 (IE_EA_09P210700) [Pinkeen river][5]. The proposed development does not intersect the Tolka River but the closest point lies 30m west of Wellview Avenue.. To the west of the proposed road (existing haul road), a drain, in an east-west directions, divides the proposed Church Fields development lands (approximately 0.4m deep by 1.5m wide) that, although dry in its whole extension at the time of each survey, runs approximately 500m until it joins the Pinkeen River. The ditch is in an inaccessible area densely vegetated (brambles, willow) and fenced off. In addition to this, the Tolka River flows under Damastown Avenue approximately 170m west of the roundabout on the northern half of the site. Other ditches with potential surface water flow have been identified as dry or intersected by made ground that seems to interrupt current possible flow. The Tolka further extends 500m upstream before connecting with the Pinkeen River.

The proposed site lies within Hydrometric Area (HA) 09. The Pinkeen River is located west of the site. It is part of the Tolka River waterbody. The source of which lies east of Dunshauglin, County Meath. It discharges to the Tolka estuary. The Tolka waterbody (Tolka_030) is at risk according to EPA dataset relating to River Waterbodies Risk attributed to river waterbody features. Refer to **Table 4.2** for the Water Framework Directive (WFD) Water Quality Status for the relevant waterbodies within the Hydrometric Area (HA) 09.

**Table 4.2 WFD Water Quality Status**

| River Water Body | European Code | WFD Water Quality Status (2010-2015) |
|---|---|---|
| Tolka 030 | IE_EA_09T010800 | 'Bad' |
| Powerstown (Dublin) 010 | IE_EA_09P210700 | Unassigned |

**Aquifer Classification** - The GSI aquifer classification for the study area is Locally Important Aquifer - Bedrock which is Moderately Productive only in Local Zones. The GSI Groundwater Vulnerability map is recorded as having high aquifer vulnerability.

**Groundwater Status** - The site lies within the Dublin Groundwater Body (Code: IE_EA_G_008). The Dublin Groundwater body whose status for the period 2010-2015 is ranked as 'Good' with a 'Not at Risk' status and an overall objective to 'Protect' according to the EPA dataset relating to WFD Ground Waterbody Approved Risk attributed to ground waterbody features and as classified under the Water Framework Directive (2000/60/EC).

**Biodiversity** - There are no European sites within or adjacent to the proposed development. The nearest European sites to the proposed development are the following:

[5] For the purposes of this report, and to avoid possible confusion with other reports, the watercourses will be referred to as the Pinkeen River and Tolka River

- Rye Water Valley/Carton SAC (001398) located c. 8km south and west of the proposed development;
- South Dublin Bay and River Tolka Estuary SPA (004024) c.13km south and east of the proposed development; and
- Dublin Bay including South Dublin Bay SAC (001398) is a coastal wetland complex of considerable nature conservation value in a European and international context and the UNESCO designated Dublin Bay Biosphere.

It is considered that the relative abundance, quality and regenerative capacity of any natural resources in the area will not be affected by the proposed development.

### 4.3.3 Absorptive Capacity of the Natural Environment

An Ecological Appraisal (EA) of the proposed development has been prepared by RPS and is included in **Appendix B**.

*i) wetlands, riparian areas, river mouths*

The Pinkeen Stream drains into the Tolka River. The Tolka River is currently in 'bad' condition in terms of the WFD and as such has limited capacity to absorb any additional impact to water quality. However, this is not expected given the location of the proposed development and the management of water during construction.

*ii) coastal zones and the marine environment*

The Pinkeen River drains into the Tolka River and thereafter the Dublin Bay and Tolka River SAC in Dublin Bay This provides connectivity between the site and the marine environment.

*iii) mountain and forest areas*

There are no mountain and forest areas in proximity to the proposed development.

*iv) nature reserves and park*

There are no nature reserves in proximity to the proposed development. The closest public park is Lady's Well Park, adjacent to the proposed development on Church Road. The Tolka Valley Park is located 200m south of the proposed upgrade of the existing two lanes on Wellview Avenue.

*v) areas classified or protected under legislation, including Natura 2000 areas designated pursuant to the Habitats Directive and the Birds Directive*

A Screening for Appropriate Assessment has been carried out and included in **Appendix C**. There is a significant aggregation of designated sites in and around Dublin Bay and the County Dublin coastline, including European sites (SACs and SPAs), NHAs and pNHAs, Ramsar sites, Nature Reserves and a UNESCO Biosphere Reserve. The closest Natura 2000 site is Malahide Estuary (Broadmeadow/ Swords Estuary) SPA (004025).

The Appropriate Assessment Screening Report has been prepared for the proposed development, which considered SACs and SPAs within 15km of the proposed development and/or with hydrological connectivity to the proposed development sites. This report concludes that the proposed development is not predicted to result in any Likely Significant Effects within the Zone of Influence of the proposed development.

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*

The current Water Framework Directive (WFD) status of the Tolka River is classified as 'Bad' and therefore this is currently failing the objective to protect enhance and restore surface and ground waters, with the aim of achieving good status for all water bodies.

vii) *densely populated areas*

The site is located north of Mulhuddart village. It is located near Blanchardstown, now one of the largest suburbs of Dublin. The area is zoned for residential development. The proposed development will not result in a loss of land for residential purposes or otherwise. The proposed new link road section, cycle-track and footpaths will open the lands, improving residential and infrastructure amenity. A detailed CEMP will be developed in Stage II and will ensure the implementation of measures that will avoid and minimise impacts during the construction stage.

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

An Architectural and Archaeological Desktop Analysis has been completed for the scheme and is included in **Appendix D** of this report.

The site for the new link road development is largely disturbed ground as development has expanded in the area, including a haul road, bare ground and spoil heaps associated with ongoing development. Greenfield sites surrounded by agricultural lands feature to the north of the proposed development, as well as a residential area built to the south east of the site apart from the open space at Lady's Well Park. The proposed development is lined with grassed vegetation comprised mostly of grass and in isolated locations of scrub. On Church Road where mature trees are present, the section of footpath / cycle track provided through the future parkland parallel to Church Road, will follow an alignment to ensure the existing trees are retained and not impacted by the new track.

No recorded monuments are located within the proposed development area. The report identified three features in the wider study area. The proposed development is outside the zone of notification, whereby the proposed developments within the archaeological zone must be statutorily notified to the National Monuments Service at the Department of Culture, Heritage and the Gaeltacht.

The three features that were noted are:

- Mulhuddart Church and graveyard (RMP DU013-010001-003) is located east of Church Road – the eastern boundary of the Church Field development lands;
- Lady's Well (RMP DU013-006) is located on the western side of Church road. It was also noted that the well was listed on the County Geological site and Protected structure #671;
- Tyrellstown House (RMP DU013-006) is a residential house (and a protected structure #673). It is located 300 metres north of Damastown Avenue;

Given the nature of the site and its location outside the zone of notification, it is considered unlikely that the construction of the proposed development will impact features of landscape and archaeological interest.

## 4.4 Type and Characteristics of the Potential Impacts

The proposed development is considered in the context of potential impacts. The topic areas which may potentially be impacted upon are outlined below with reference to Section 171A of the Act (as amended by the EIA Regulations). The proposed development is considered in the context of potential impacts on these in **Section 4.4.1** to **4.4.10**.

### 4.4.1 Population and Human Health

There will be a range of construction employment opportunities as a result of the proposed development, and there is considered to be a beneficial impact in relation to population.

Impacts associated with the construction of the Church Field Link Road and Cycle Network infrastructure may entail medium term intermittent traffic management measures due to construction related traffic on the public roadway which may result in temporary impacts on local residents and local businesses. Construction works may result in impacts relating to the generation of noise and dust. In terms of noise, the construction phase may lead to a temporary increase in background noise levels through operation of plant machinery and removal of existing pavements, kerbs and concrete footpaths to accommodate the new layout.

Best practice and implementation of a Health and Safety Plan will be required to ensure no risks to the population working on the site or working adjacent to the site during construction. A CEMP will ensure the implementation of measures that will avoid and minimise impacts of noise and dust on human health on the population during the construction stage.

It is expected that once complete, the proposed development will have a long-term beneficial effect on the population of the wider area by protecting and improving residential amenity in line with the CFLMP. The proposed infrastructure will facilitate additional safety and security of the road infrastructure that reduces the risk to the population in the area. Therefore, there is not considered to be a significant impact on population and human health.

### 4.4.2 Biodiversity

The northern half of the site is dominated by site compounds and previously halted works, scrub and rank grassland, much of it made ground associated with earlier preparatory works. Large open grassed amenity areas with peripheral walkways are located along the eastern part of the site, parallel to Church Road. The greenfield area with an existing residential development directly to the south.

There will be changes in vegetation composition, notable scrub and verge vegetation, including loss of grassland to accommodate three proposed attenuation ponds but as the bulk of the works are linear in nature and taking place on made ground there is not considered to be an appreciable loss of habitat as a result of the proposed development.

There will be a requirement to remove grass verges, screening vegetation and sections of hedgerow and scrub to facilitate access and permit installation of the proposed cycle-track and footpath. Most of the habitats, by virtue of their location, are considered of Local (Lower) importance.

With the exception of two trees to the west of the proposed development, alongside No.1 of 3 attenuation ponds, all of the mature trees along the road will be retained, as it is proposed that the upgraded cycle path extend into the amenity grassland.

In general, no works shall be permitted in the mature treeline along the eastern boundary of the study area. This area will be fenced off at the outset of works in the adjacent working area and for the duration of the works in that area to avoid structural damage to the trunk, branches or root systems of the trees. These works will be in accordance with the requirements of BS 5837:2012. Temporary fencing (post and rail) will be erected at a sufficient distance from linear features so as to enclose the Root Protection Area (RPA) of the tree. In general, the RPA covers an area equivalent to a circle with a radius 12 times the stem diameter (measured at 1.5m above ground level for single stemmed trees, or above the root flare for multi-stemmed trees).

Furthermore, the area within the RPA will not be used for vehicle parking or the storage of materials (including soils, oils and chemicals). The storage of hazardous materials (e.g. hydrocarbons) will not be undertaken within 10m of any retained trees, hedgerows and treelines.

However, owing to the presence of underground services and the need to facilitate the pathways, there is a requirement to deviate approximately 1.8m at most from the existing path in the direction of the mature treeline at chainages 1+670 to 1+720, a distance of approximately 50 metres. The proposed deviation will not require the works to be undertaken within the mature canopy, but will likely be within the RPA in this area. Furthermore, if limited construction activities are required within the RPA, e.g. excavation work to tie into existing drainage features, then a qualified arborist will advise on the best methods for protecting the tree. For example, any excavation works carried out within the RPA will need to avoid damage to the protective bark covering larger roots. This may involve excavation by mini-digger and/or hand as deemed appropriate. Exposed roots will be wrapped in a hessian sacking to avoid desiccation and roots less than 2.5cm in diameter can be pruned back to a side root. The advice of a qualified arborist will be sought if larger roots that influence anchorage need to be severed. Any remedial works required to trees will be carried out by a qualified arborist.

The removal of juvenile/ landscaped trees on managed roadside verges along either side of Wellview Avenue (and possibly some along Damastown Avenue) will additionally take place in order to allow for a widened footpath. Their loss will be compensated for through the re-planting design as shown in Landscape Drawings. Over time the loss of grassland vegetation will be compensated for as new planting becomes established and other vegetation matures.

Every effort should be made to retain all vegetation not directly impacted by the proposed development. Vegetation clearance of linear features such as hedgerows, no matter how limited, must be planned and carried out outside of the bird breeding season from 1st March to 31st August.

It is not considered likely that during operation of the proposed development that there would be any significant negative impact on habitats, within the footprint of the development or downstream habitats. There should be no alteration of instream habitat for the Pinkeen Stream.

In addition to the standard protection of surface water measures outlined in the CEMP, a Surface Water Management Plan, Sediment Control Plan and a Pollution Prevention Plan will be put in place during construction stage by the appointed Contractor for the control of pollution and nuisances. This will ensure the implementation of best practice construction methodologies that will minimise impacts on receptors.

Due to the measures incorporated into the best practice construction methodology for the proposed development (CEMP) it is not anticipated that the proposed development will result in any impacts on biodiversity. Therefore, there is not considered to be a significant impact on biodiversity.

### 4.4.3 Land, Soil, Water, Air and Climate

**Land** – The areas of the new site layout and infrastructure footprints are described in **Section 2**. From a 'land' perspective, the proposed site is relatively minor in terms of permanent but localised area of land required for development for construction and during operation. The minor land take on the south side of the Powerstown Road footpath will be in agreement with the Department of Education. The proposed series of three attenuation ponds are to be located to the west of the wooded section of the Macetown South form part of the Church Fields Land Management Plan (CFLMP). These attenuation ponds will complement the vegetated swale that is proposed for the urban linear park.

In advance of works there are planned changes to the existing overhead utilities e.g. existing street lighting. Therefore, there is not considered to be a significant impact on land.

**Soil** - The proposed development will result in the excavation of a quantity of soils to accommodate the new layout. It will include an excavation programme during construction works, which will be designed to take cognisance of the ground conditions existing within parts of the site. Material will be reused as far as possible. Excavated material is to be incorporated into the embankments and final landscaping of the works area. This will depend however on the suitability of the excavated material, and unsuitable material will be removed off site for disposal in permitted facilities. If low levels of contamination are encountered during the construction works, soil testing and a risk assessment of material shall be undertaken to assess its potential for use.

Any effects on soils and geology would be localised and contained within the footprint of the proposed development. Therefore, it is considered that there will be no significant impact on soils.

Any material requiring disposal offsite will be disposed of at an appropriate permitted or licensed facility based on Waste Management Acts 1996 as amended. In the event that disposal offsite is required, the material shall be tested for disposal at an appropriate waste management facility in accordance with the Waste management Act 1996 as amended. Therefore, it is considered that there will be no significant impact on soils.

**Water -** The proposed development will be undertaken in the vicinity of the lands drained by two river water bodies; Tolka_030 (IE_EA_09T010800) [Tolka River] and Powerstown (Dublin)_010 (IE_EA_09P210700) [Pinkeen river][6].

During construction, there is potential for increased sediment to escape into the receiving water environment, resulting in a temporary, localised, slight negative impact. However, adherence to the CEMP and standard construction practices described in **Section 2** will prevent sediment releases to the surface water network.

During operation, the additional hardstand will result in a net increase in surface water run-off. **Section 2** describes the measures for surface water management and the use of SUDS. Adopting the SUDS objectives, these effects are minimised through mimicking the greenfield site conditions, i.e. conditions prior to development. It is not considered likely that during operation there would be any significant negative impact as a result of surface water runoff.

There is a small risk that once infrastructure is operational, that maintenance works may result in spillages. However, the release of fuel or other liquid to the surface water network is highly unlikely.

**Air & Climate -** During construction there may be adverse effects on air quality, including generation of dust, as a result of additional construction related traffic and machinery. Effects are anticipated to be localised, slight and temporary in nature. There will be no resultant emissions to air from the operation of the proposed development.

### 4.4.4 Material Assets, Cultural Heritage

**Material Assets (Traffic & Transportation):** The main impact in respect of Material Assets is in relation to traffic generated during the construction phase. The construction phase will give rise to construction related traffic along the local roads, mainly along Wellview Avenue**,** Damastown Avenue and along Church Road. This is considered to be a temporary impact. Therefore, there is not considered to be a significant impact on material assets.

Due to the presence of a surface water drainage pipe and manhole which drains a recently built housing development at Avondale Place conflicting with the proposed southernmost attenuation pond no. 3, there will be a requirement to redirect this drainage line and manhole through a proposed new section of pipeline and manholes to divert it around pond no. 3 and tie back in to a new combined headwall with the pond discharge outlet at the location of the existing headwall.

It is expected that once complete, the infrastructure will have a positive impact in terms of safety. This represents a positive impact to material assets.

**Archaeology and Cultural Heritage:** An Archaeology and Architectural Desktop Analysis has been completed for the scheme and is included in **Appendix D**. The lands to which the proposed Church Fields Link Road is to be modified (southern half) and built (northern half) of the proposed development, have over time been extensively disturbed as development has expanded in the area. The northern half of the site is characterised by heavily disturbed ground, including a haul road, bare ground and spoil heaps associated with ongoing development. The haul road effectively comprises the corridor for the extension of the link road and the proposed tie in to Damastown Avenue. In addition, some of the undeveloped lands have been remodelled in preparation for future development.

The remaining roadways in which it is proposed to construct the new or upgraded cycle-track and associated drainage  Damastown Avenue, Powerstown Road and discrete sections encircling the adjacent roundabout are similarly long established and hold little archaeological potential.

[6] For the purposes of this report, and to avoid possible confusion with other reports, the watercourses will be referred to as the Pinkeen River and Tolka River

The proposed upgrade to the cycle path through the existing park immediately west of Church Road, however, is located adjacent to two archaeological monuments, namely;

- Mulhuddart Church & Graveyard (DU013---01013); and
- Lady's Well (DU013-009).

A search of the Historic environment viewer website[7] confirmed that the proposed development lies outside, but close to the zone of notification, for these two national monuments. The zones of notification does not define the exact extent of the monuments that they surround, but rather are intended to identify the potential extent of a feature for the purposes of notification under Section 12 of the National Monuments Act (1930-2004).

While no notification in respect of disturbance to national monuments is required in respect of the proposed development in terms of notification, the 2018 Archaeological assessment recommended that "the visual connection between Mulhuddart church as evidenced on the First Edition Ordnance Survey map and in the extant gap in the tree line is retained and made a feature of".

Owing to the level of disturbance, to which much of the subject lands (and all the lands required for the proposed link road and cycle network, there is little potential for the recovery of further remains of archaeological significance.

By virtue of the proposed development to widen the existing path to accommodate cyclists and pedestrians, there is no requirement to undertake any works within the linear wooded feature along the eastern boundary of the study area. Indeed, as the primary area of mature wooded vegetation as described in the Ecological appraisal[8], mitigation measures have been recommended so that no works including access or storage of material temporary of otherwise shall be permitted. This includes a clear delineation so that works are outside the root protection area (RPA)[9] of the trees

### 4.4.5 Landscape and Visual Amenity

The site is located north of Blanchardstown in a primarily industrial area close to the N3 National Primary Route in Mulhuddart, Dublin 15. The site is bound by Damastown Avenue to the north, Church Road to the East, the Pinkeen Stream to the West and the existing Wellview and Avondale Estates to the south. Policy of relevance to landscape and visual amenity is documented in the County Development Plan 2017-2023. This plan also refers to a landscape character assessment.

Three zonings apply to the application area : RS – *'To protect and/or improve residential amenity'*. Areas of public open space associated with Lady's Well Park and smaller areas on Church Road are zoned as Objective OS – *'To preserve and provide for open space and recreational amenities'* and HA – '*Protect and enhance high amenity areas.* 'There are no designated landscapes or protected views within the immediate vicinity of the site.

The site for the new link road development is largely disturbed ground as development has expanded in the area, including a haul road, bare ground and spoil heaps associated with ongoing development. Greenfield sites surrounded by agricultural lands feature to the north of the proposed development, as well as a residential area built to the south east of the site apart from the open space at Lady's Well Park. The proposed development is lined with grassed vegetation comprised mostly of grass and in isolated locations of scrub. On Church Road where mature trees are present, the footpath / cycle track section provided

[7] http://webgis.archaeology.ie/historicenvironment/

[8] RPS 2019 – *Ecological Appraisal* report – submitted in support of the planning application

[9] Based on NRA, now TII guidance - *Guidelines for the Protection and preservation of Trees, Hedgerows and Scrub Prior to, during and post construction*, the RPA covers an area equivalent to a circle with a radius 12 times the stem diameter (measured at 1.5m above ground level for single stemmed trees, or above the root flare for multi-stemmed trees).

through the future parkland parallel to Church Road, will follow an alignment to ensure the existing trees are retained and not impacted by the new track.

Vegetation losses in the form of verges and juvenile street trees are expected to arise as a result of the construction works. With the exception of two trees to the west of the proposed development, alongside the No.1 of 3 attenuation ponds, all of the mature trees along the road will be retained, as it is proposed that the upgraded cycle path extend into the amenity grassland.Temporary effects on landscape character and visual amenity would also arise as a result of construction activities, including plant, machinery and moving vehicles associated with the works.

The site and its immediate context features a combination of residential development and roads together with extensive areas of open space and areas of woodland. The proposed scheme would introduce a new link road section on Wellview Avenue. The loss of juvenile street tree planting would occur, however these losses would in part be replaced as part of the landscape scheme for the link road comprised of street tree planting, grass seeding and seasonal flowering bulbs. The landscape scheme, as part of the proposed development, has been designed having regard for the masterplan detailed in the Church Fields Land Management Plan. The proposed development would also result in the introduction of a pedestrian and cycle track at the eastern end of the site in line with the aspirations of the management plan. This track has been designed to take account of the mature tree and woodland cover in this part of the site and provides for the retention of same. The zoning objectives for Blanchardstown North of the FCC Development Plan indicate seven tree protection zones within the area of the development. The alignment of the cycle-track and construction methodologies will ensure the cycle-track is away from root protection zones of mature trees.

The proposed changes, especially the link road and planting and the combined pedestrian and cycle-track will result in changes to the landscape and visual baseline. These main proposed elements however have been designed having regard for the baseline landscape character and visual amenity and the design intent in the masterplan. Whilst some vegetation losses (juvenile street trees) will occur, these will be replaced by the proposed street tree planting. In addition, mature vegetation losses at the eastern end of the site will be largely avoided to accommodate the combined pedestrian and cycle track.

The landscape and visual assessment screening therefore concludes that the changes to the landscape and visual baseline would not result in significant adverse effects.

### 4.4.6 Vulnerability of the Proposed Development to the Risk of Major Accidents and Disasters

The proposed development site is not located in an area of flood risk and therefore is not vulnerable to flooding. There is not considered to be a significant impact on the vulnerability to major accidents. The proposed development site is not located near any upper or lower tier Seveso sites. Significant risk of major accidents is therefore not anticipated.

### 4.4.7 Available Results from other Environmental Assessments

This Environmental Impact Assessment Screening process has been carried out in conjunction with the Ecological Assessment (EA), Screening for Appropriate Assessment and an Architectural and Archaeological Desktop Analysis. This allows for an early indication of the potential environmental effects likely to occur as a result of the implementation of the proposed development. It has been concluded in the Appropriate Assessment Screening Report (RPS, 2019) that the proposed development is not likely to have significant effects on European Sites, either alone or in combination with other plans or projects.

### 4.4.8 Mitigation Measures

In order to minimise excessive disturbance to mature trees on Church Road and to reduce the potential for significant impacts on the environment, all works shall in the first instance be cognisant of the mitigation measures listed in the outline CEMP prepared for the project. The CEMP will be developed in Stage II of the project by the appointed Contractor and will include a Construction Traffic Management Plan and Project Emergency Response Plan.

The following project specific measures have been identified to reduce the potential for significant impacts on the environment and will be put in place by the appointed Contractor during construction:

- Construction Environmental Management Plan (CEMP);
- Construction Traffic Management Plan (CTMP);
- Construction Demolition and Waste Management Plan (may be part of CEMP);
- Surface Water Management Plan (may be part of CEMP);
- Sediment Control Plan (may be part of CEMP);
- Pollution Prevention Plan (may be part of CEMP);

### 4.4.7 Cumulative Impacts

There is no potential for likely negative significant cumulative impacts once the proposed development is in operation at the subject site due to the nature of the proposed development.

The mitigation measures incorporated into the construction methodologies should ensure protection of all waterbodies and water quality and therefore it is not anticipated that the proposed development will result in any in-combination impacts should construction programmes for other projects within the same zone of influence coincide.

### 4.4.9 Transboundary Impacts

No transboundary impacts are likely as a result of the proposed development.

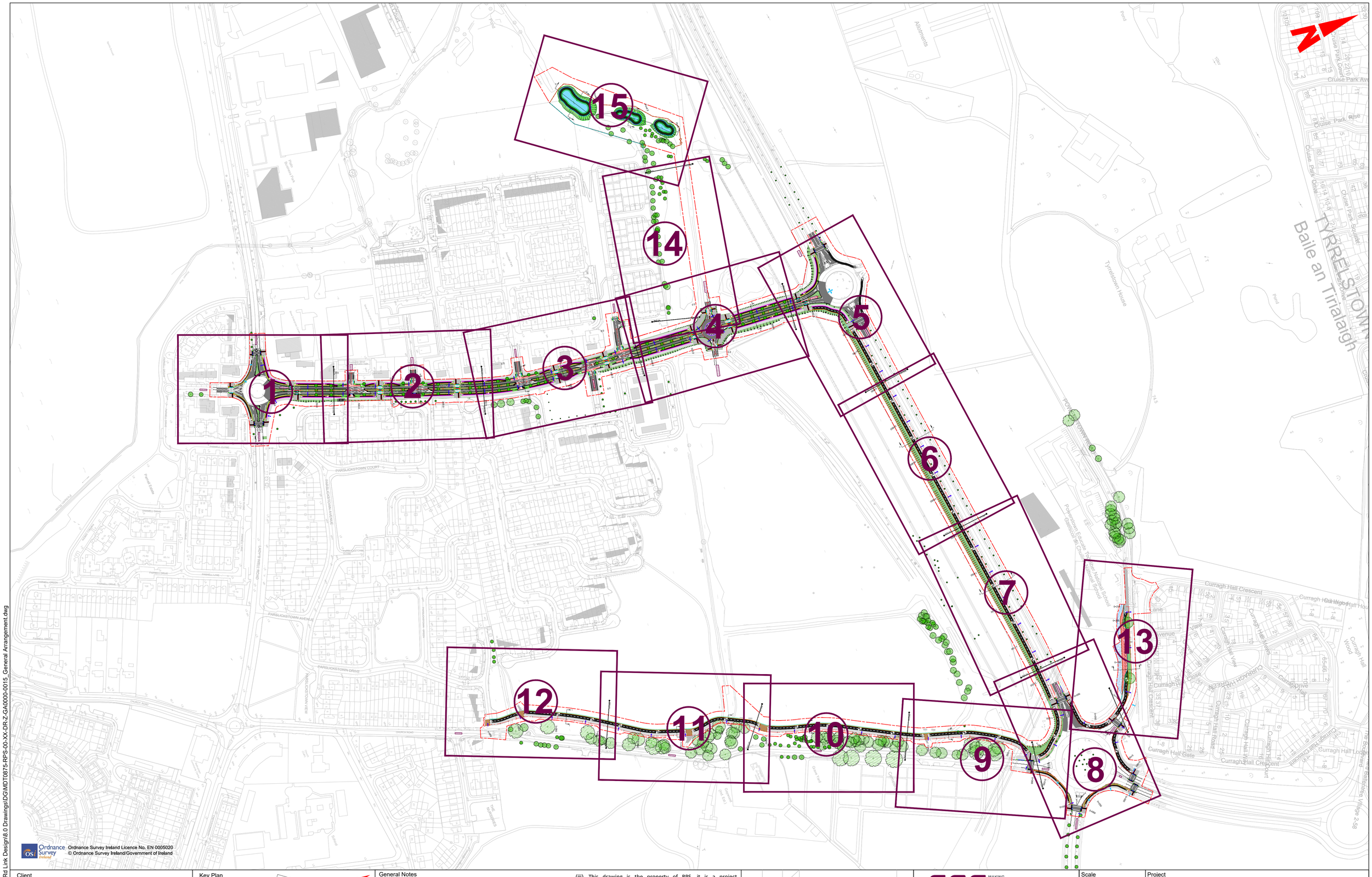
# 5 CONCLUSION

This EIA Screening Report has considered the proposed development in terms of (i) *Characteristics of Proposed Development*, (ii) *Location of Proposed Development* and (iii) *Characteristics of Potential Impacts*, in accordance with the DEHLG Guidance Document[10], Schedule 7 of the EIA Regulations in determining whether the development would or would not be likely to have significant effects on the environment.

The overall determination of this EIA Screening Report is that the proposed development individually and cumulatively with associated existing and approved development will not result in the potential for significant impacts to arise on the environmental receptors as a result of the proposed development. As such it is concluded that an EIAR is not required.

[10] Department of Environment, Heritage and Local Government (August, 2003). 'Environmental Impact Assessment (EIA) Guidance for Consent Authorities regarding Sub-threshold Development'

# Appendix A
# Proposed Development – Preliminary Design Drawings

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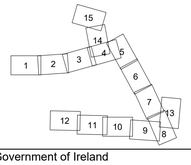
Client

Comhairle Contae Fhine Gall
Fingal County Council

Key Plan

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Sheet: 1 of 1

Project: CHURCH FIELDS LINK ROAD & CYCLE NETWORK

Title: PART 8 PLANNING GENERAL ARRANGEMENT KEY PLAN

File Identifier: MDT0875-RPS-00-XX-DR-Z- GA0000

Status: S4

Rev: P03

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## LEGEND:

**Surfaces:**
- Pavement Carriageway
- Cycle Track Off-Road
- Cycle Lane On-Road
- Footpath
- Shared Area
- Shared Area - High Quality Finish
- Tactile Paving in Controlled Crossing
- Tactile Paving in Uncontrolled Crossing
- Grassed Area
- Filter Drain

**Kerbs**
- 125mm Upstand Kerb
- 75mm Upstand Kerb
- 0mm Upstand Kerb at Carriageway Level
- 0mm Upstand Kerb at Ramp Level
- Precast Concrete Kerb at Roundabout Over-run Area
- Transition Kerb
- Edging Kerb

**Fences**
- Proposed Fence
- Existing Fence

**Symbols**
- Zebra Crossing Belisha Beacon
- Traffic Signals
- New Tree
- Existing Lighting Column to be retained
- Lighting Column Type A + B
- Lighting Column Type C
- Lighting Column Type D
- Road Marking on New Pavement Surface
- Road Marking on Existing Pavement Surface
- Red Line Boundary

DAMASTOWN ROAD
PARNELL DRIVE
WELLVIEW AVENUE
PARNELL CLOSE
LADYSWELL ROAD
SURVEY EXTENTS
Match Line
Match Line
For next section refer to Sheet No. 2

Existing Speed Cushions to be retained
Tie into Existing Footpath
Tie into Existing Footpath
New Carriageway-Level Signal Controlled Crossing
New Grassed Splitter Island
3m Footpath
2m One-way Cycle Track
1.75m Landscaped Verge
New Ramped Signal Controlled Crossing
New Ramped Zebra Controlled Crossing
Tie into Existing Footpath
Existing ramp markings to be removed
Existing Kerbs Retained
Existing ramp to be removed
Tie into Existing Footpath
Existing dropped kerbs and footway to be removed
2m Footpath
2m One-way Cycle Track
New Grassed Splitter Island
Tie into Existing Footpath
Tie into Existing Footpath
Existing Speed Cushions to be relocated
Tie into Existing Footpath
New Carriageway-Level Signal Controlled Crossing
Existing 50/60km/h speed limit signs (and bye-laws) to be repositioned

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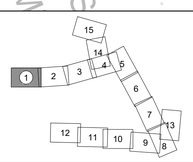


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Project: CHURCH FIELDS LINK ROAD & CYCLE NETWORK
Title: PART 8 PLANNING GENERAL ARRANGEMENT

File Identifier: MDT0875-RPS-00-XX-DR-Z- GA0001
Status: S4
Rev: P03

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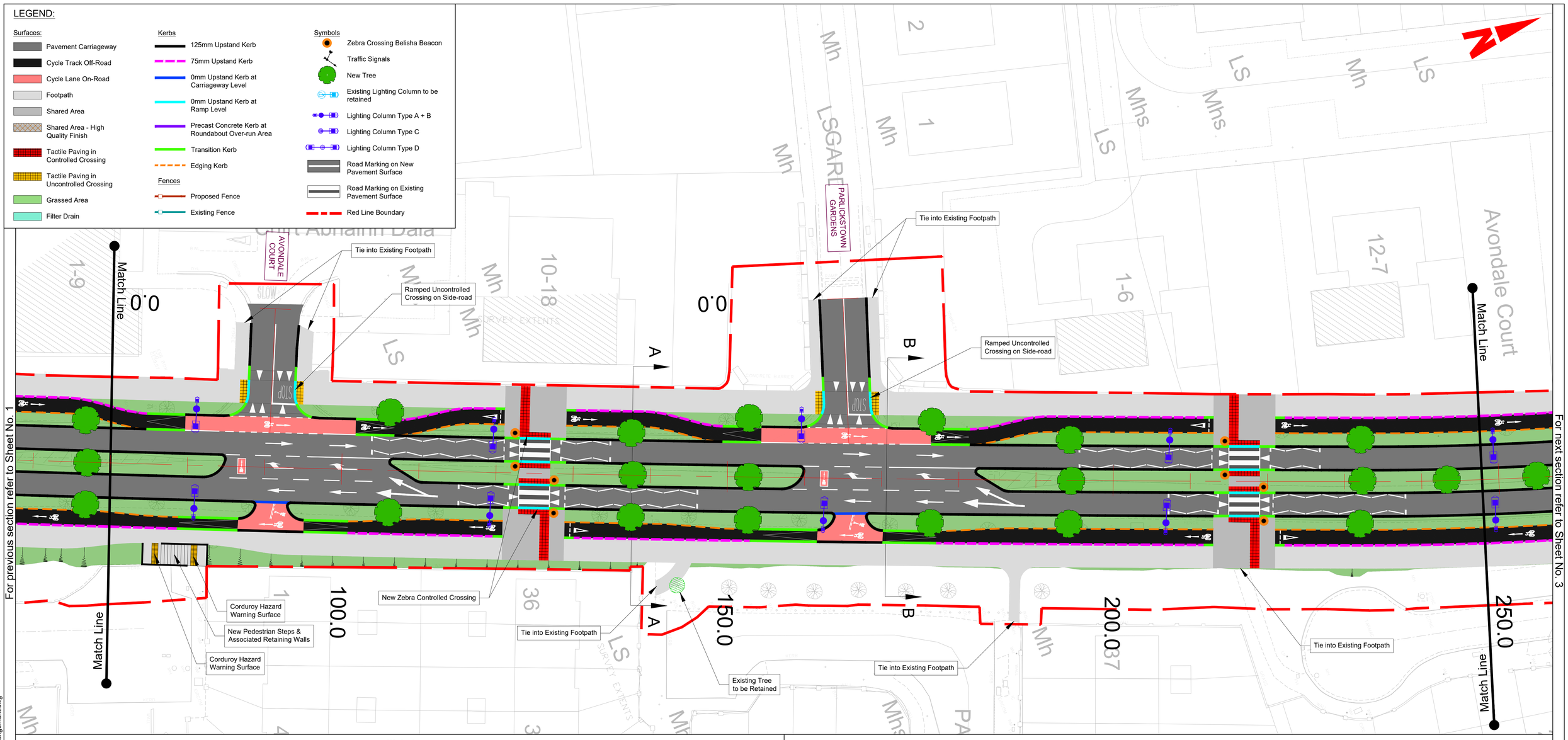
LEGEND:

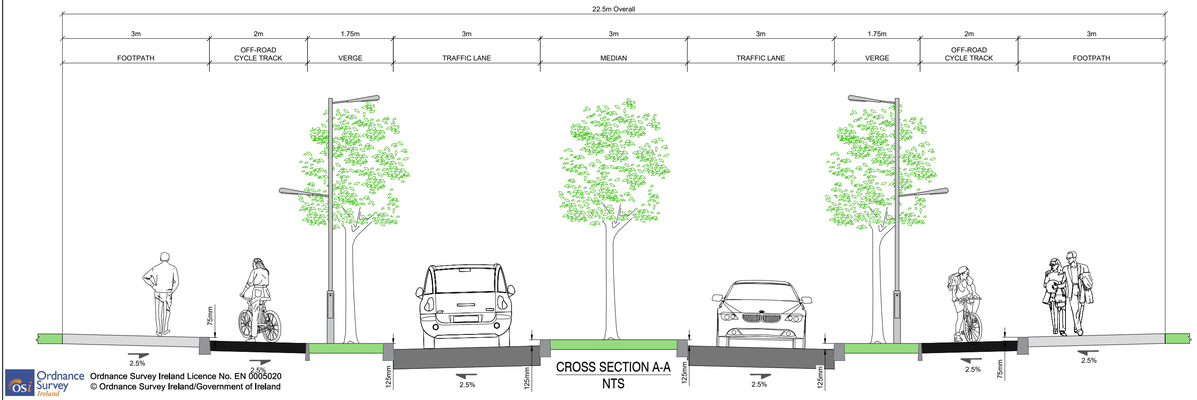
Surfaces:
- Pavement Carriageway
- Cycle Track Off-Road
- Cycle Lane On-Road
- Footpath
- Shared Area
- Shared Area - High Quality Finish
- Tactile Paving in Controlled Crossing
- Tactile Paving in Uncontrolled Crossing
- Grassed Area
- Filter Drain

Kerbs
- 125mm Upstand Kerb
- 75mm Upstand Kerb
- 0mm Upstand Kerb at Carriageway Level
- 0mm Upstand Kerb at Ramp Level
- Precast Concrete Kerb at Roundabout Over-run Area
- Transition Kerb
- Edging Kerb

Fences
- Proposed Fence
- Existing Fence

Symbols
- Zebra Crossing Belisha Beacon
- Traffic Signals
- New Tree
- Existing Lighting Column to be retained
- Lighting Column Type A + B
- Lighting Column Type C
- Lighting Column Type D
- Road Marking on New Pavement Surface
- Road Marking on Existing Pavement Surface
- Red Line Boundary

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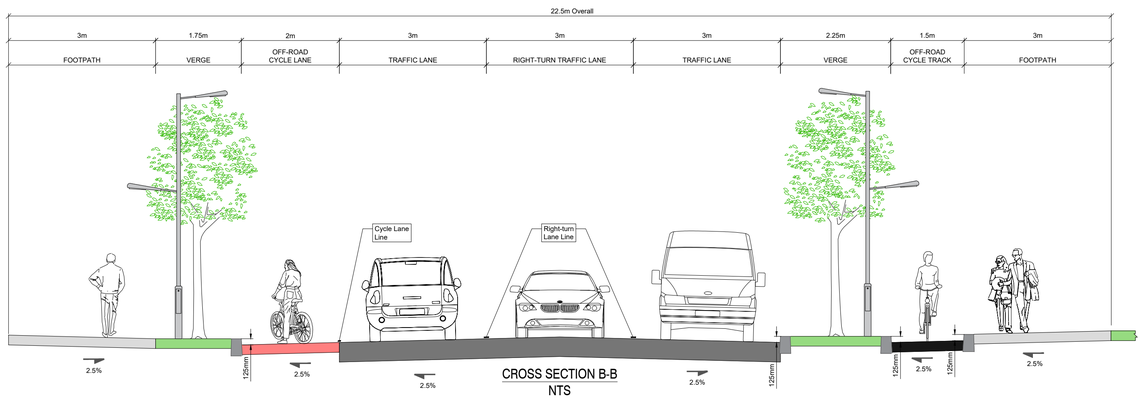


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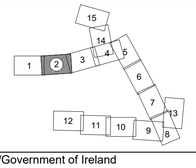
Fingal County Council

Key Plan

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Project: CHURCH FIELDS LINK ROAD & CYCLE NETWORK
Title: PART 8 PLANNING GENERAL ARRANGEMENT

File Identifier: MDT0875-RPS-00-XX-DR-Z- GA0002
Status: S4
Rev: P03

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LEGEND:

Surfaces:
- Pavement Carriageway
- Cycle Track Off-Road
- Cycle Lane On-Road
- Footpath
- Shared Area
- Shared Area - High Quality Finish
- Tactile Paving in Controlled Crossing
- Tactile Paving in Uncontrolled Crossing
- Grassed Area
- Filter Drain

Kerbs
- 125mm Upstand Kerb
- 75mm Upstand Kerb
- 0mm Upstand Kerb at Carriageway Level
- 0mm Upstand Kerb at Ramp Level
- Precast Concrete Kerb at Roundabout Over-run Area
- Transition Kerb
- Edging Kerb

Fences
- Proposed Fence
- Existing Fence

Symbols
- Zebra Crossing Belisha Beacon
- Traffic Signals
- New Tree
- Existing Lighting Column to be retained
- Lighting Column Type A + B
- Lighting Column Type C
- Lighting Column Type D
- Road Marking on New Pavement Surface
- Road Marking on Existing Pavement Surface
- Red Line Boundary

For previous section refer to Sheet No. 2

For next section refer to Sheet No. 4

Match Line

Match Line

Match Line

Match Line

Tie into Existing Footpath

Ramped Uncontrolled Crossing on Side-road

Existing Junction Raised Table to be removed and replaced with Crossing Ramps as shown

Tie into Existing Footpath

Ramped Uncontrolled Crossing on Side-road

Ramped Uncontrolled Crossing on Side-road

Tie into Existing Footpath

WELLVIEW GREEN

STOP

SURVEY EXTENTS

250.0

300.0

350.0

400.0

0.0

0.0

0.0

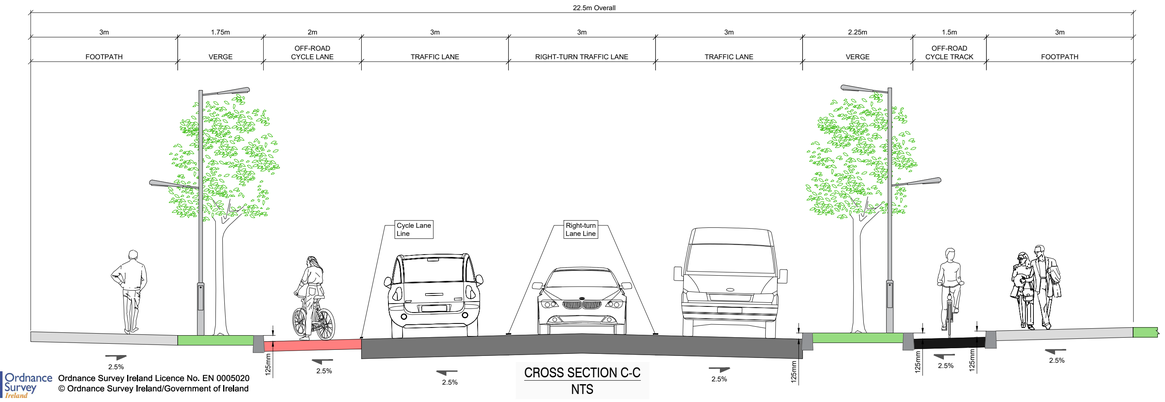
0.0

C

C

D

D

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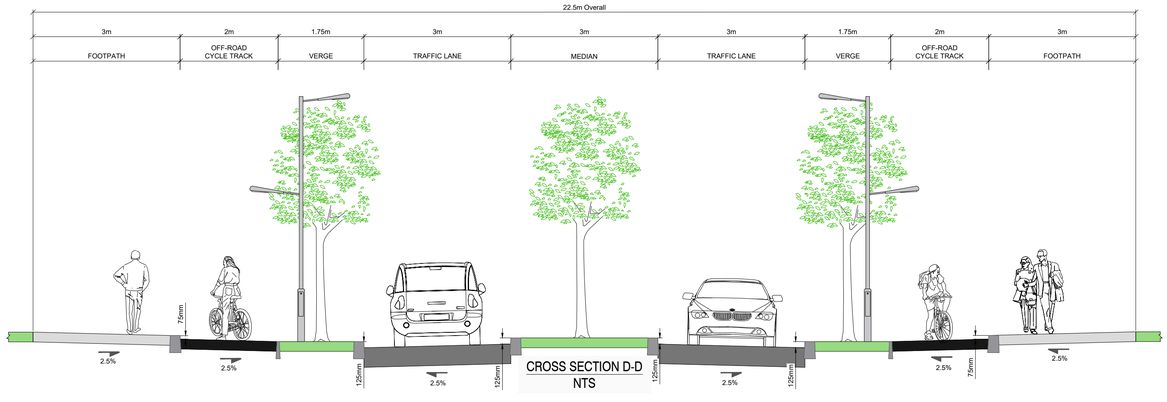


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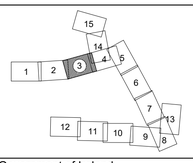


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Project: CHURCH FIELDS LINK ROAD & CYCLE NETWORK

Title: PART 8 PLANNING GENERAL ARRANGEMENT

File Identifier: MDT0875-RPS-00-XX-DR-Z- GA0003

Status: S4

Rev: P03

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LEGEND:

Surfaces:
- Pavement Carriageway
- Cycle Track Off-Road
- Cycle Lane On-Road
- Footpath
- Shared Area
- Shared Area - High Quality Finish
- Tactile Paving in Controlled Crossing
- Tactile Paving in Uncontrolled Crossing
- Grassed Area
- Filter Drain

Kerbs
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- 75mm Upstand Kerb
- 0mm Upstand Kerb at Carriageway Level
- 0mm Upstand Kerb at Ramp Level
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- Transition Kerb
- Edging Kerb

Fences
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- Existing Fence

Symbols
- Zebra Crossing Belisha Beacon
- Traffic Signals
- New Tree
- Existing Lighting Column to be retained
- Lighting Column Type A + B
- Lighting Column Type C
- Lighting Column Type D
- Road Marking on New Pavement Surface
- Road Marking on Existing Pavement Surface
- Red Line Boundary

CHURCH FIELDS FUTURE DEVELOPMENT (WEST)

Remainder of zebra crossing markings by others

Roundabout over-run area

Existing embankments retained on this section

Match Line

Match Line

Match Line

Match Line

Match Line

For previous section refer to Sheet No. 3

For next section refer to Sheet No. 5

450.0

500.0

541.7

550.0

600.0

0.0

0.0

50.0

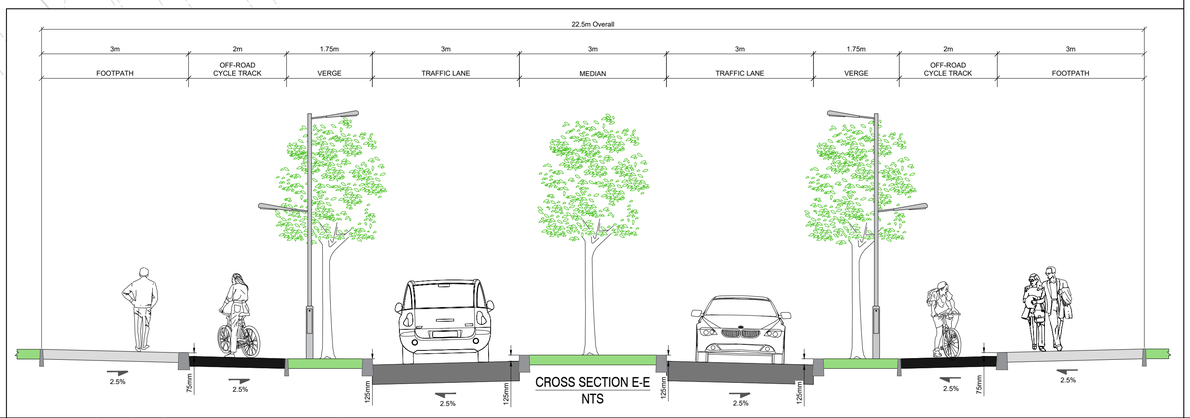
0.0

E

E

Remainder of zebra crossing markings by others

CHURCH FIELDS FUTURE DEVELOPMENT (EAST)

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Fingal County Council

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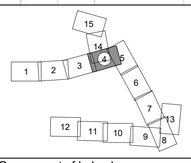


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Project
CHURCH FIELDS LINK ROAD & CYCLE NETWORK

Title
PART 8 PLANNING
GENERAL ARRANGEMENT

File Identifier
MDT0875-RPS-00-XX-DR-Z- GA0004

Status
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Existing uncontrolled crossing retained

Tie into existing footpath

Existing safety barrier retained

Tie into existing footpath

Tie into existing footpath

Existing on-road cycle lanes retained

Cycle lane lines removed

Existing Kerb & Footpath Retained

Existing dropped kerbs & footway removed

DAMASTOWN AVENUE

Existing Kerb & Grass Verge Retained

Cycle lane lines and symbol removed

Tie into existing footpath

DAMASTOWN AVENUE

CHURCH FIELDS LINK ROAD

0+650

0+725

0+750

Match Line

Match Line

Match Line

For next section refer to Sheet No. 6

For previous section refer to Sheet No. 4

LEGEND:

Surfaces:
- Pavement Carriageway
- Cycle Track Off-Road
- Cycle Lane On-Road
- Footpath
- Shared Area
- Shared Area - High Quality Finish
- Tactile Paving in Controlled Crossing
- Tactile Paving in Uncontrolled Crossing
- Grassed Area
- Filter Drain

Kerbs
- 125mm Upstand Kerb
- 75mm Upstand Kerb
- 0mm Upstand Kerb at Carriageway Level
- 0mm Upstand Kerb at Ramp Level
- Precast Concrete Kerb at Roundabout Over-run Area
- Transition Kerb
- Edging Kerb

Fences
- Proposed Fence
- Existing Fence

Symbols
- Zebra Crossing Belisha Beacon
- Traffic Signals
- New Tree
- Existing Lighting Column to be retained
- Lighting Column Type A + B
- Lighting Column Type C
- Lighting Column Type D
- Road Marking on New Pavement Surface
- Road Marking on Existing Pavement Surface
- Red Line Boundary

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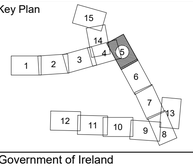
Client: Comhairle Contae Fhine Gall, Fingal County Council

Key Plan

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(v) All Levels refer to Ordnance Survey Datum, Malin Head.

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| P02 | 29.01.20 | JL | SF | ISSUED FOR PLANNING | MN |
| P01 | 29.11.19 | MOD | SF | ISSUED FOR PLANNING | MN |

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Model File Identifier

Scale: 1:250 @ A1, 1:500 @ A3

Created on: NOV. '19

Sheet: 5 of 15

Project: CHURCH FIELDS LINK ROAD & CYCLE NETWORK

Title: PART 8 PLANNING GENERAL ARRANGEMENT

File Identifier: MDT0875-RPS-00-XX-DR-Z- GA0005

Status: S4

Rev: P03

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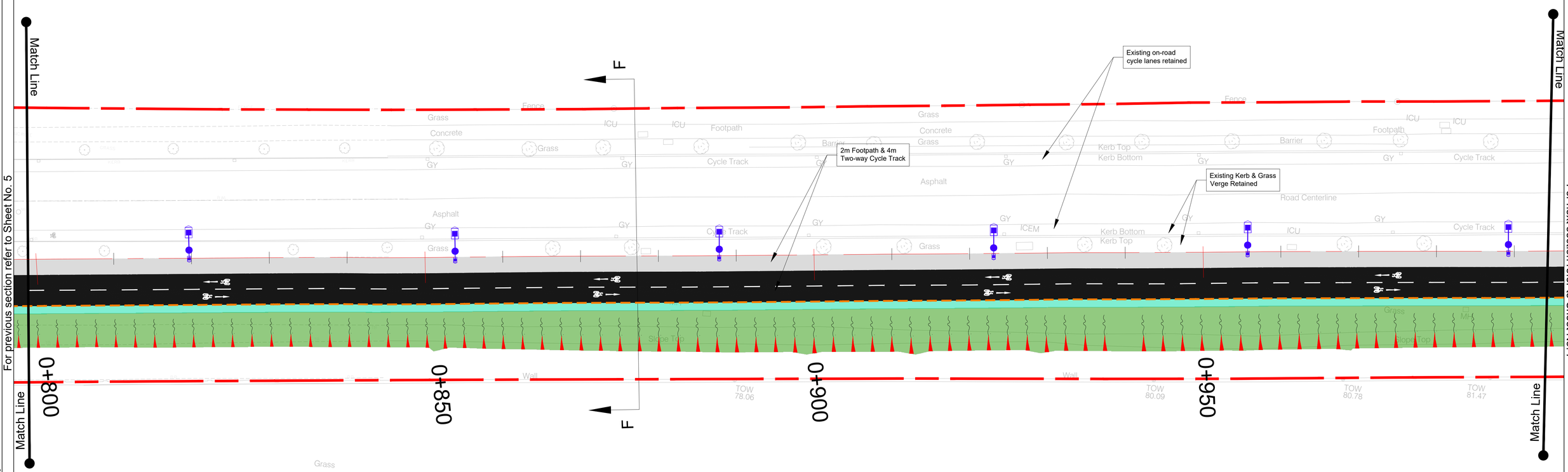
LEGEND:

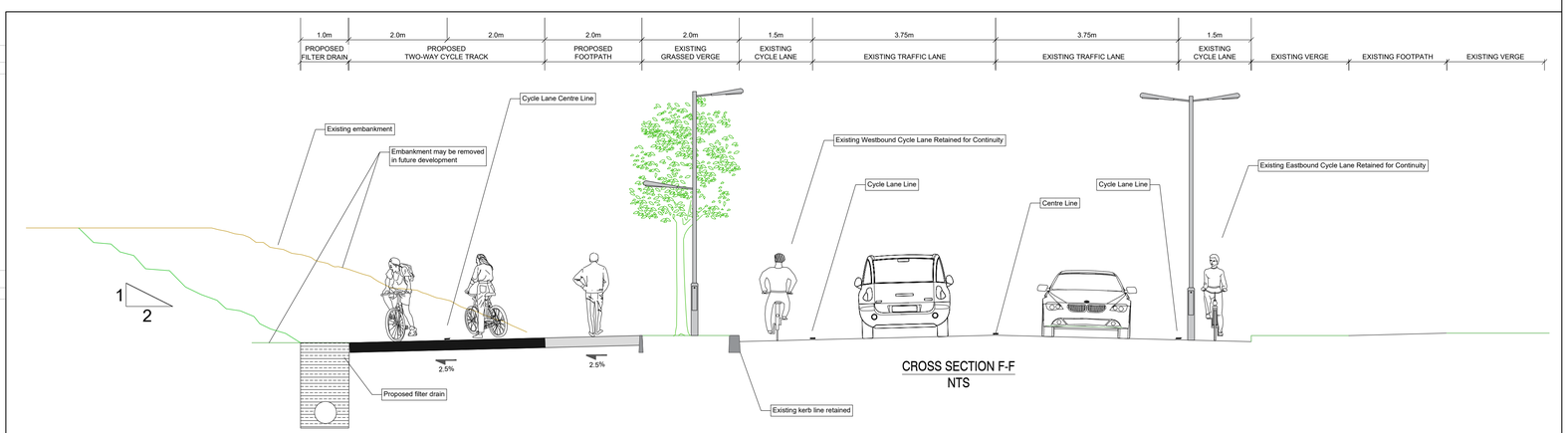
Surfaces:
- Pavement Carriageway
- Cycle Track Off-Road
- Cycle Lane On-Road
- Footpath
- Shared Area
- Shared Area - High Quality Finish
- Tactile Paving in Controlled Crossing
- Tactile Paving in Uncontrolled Crossing
- Grassed Area
- Filter Drain

Kerbs
- 125mm Upstand Kerb
- 75mm Upstand Kerb
- 0mm Upstand Kerb at Carriageway Level
- 0mm Upstand Kerb at Ramp Level
- Precast Concrete Kerb at Roundabout Over-run Area
- Transition Kerb
- Edging Kerb

Fences
- Proposed Fence
- Existing Fence

Symbols
- Zebra Crossing Belisha Beacon
- Traffic Signals
- New Tree
- Existing Lighting Column to be retained
- Lighting Column Type A + B
- Lighting Column Type C
- Lighting Column Type D
- Road Marking on New Pavement Surface
- Road Marking on Existing Pavement Surface
- Red Line Boundary




CROSS SECTION F-F
NTS

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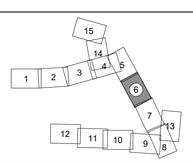
Client
Comhairle Contae Fhine Gall
Fingal County Council

Key Plan

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| P03 | 07.02.20 | MOD / SF | ISSUED FOR PLANNING | MN |
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Model File Identifier

Scale 1:250 @ A1, 1:500 @ A3
Created on NOV. '19
Sheet 6 of 15

Project: CHURCH FIELDS LINK ROAD & CYCLE NETWORK
Title: PART 8 PLANNING GENERAL ARRANGEMENT

File Identifier: MDT0875-RPS-00-XX-DR-Z- GA0006
Status: S4
Rev: P03

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LEGEND:

**Surfaces:**
- Pavement Carriageway
- Cycle Track Off-Road
- Cycle Lane On-Road
- Footpath
- Shared Area
- Shared Area - High Quality Finish
- Tactile Paving in Controlled Crossing
- Tactile Paving in Uncontrolled Crossing
- Grassed Area
- Filter Drain

**Kerbs**
- 125mm Upstand Kerb
- 75mm Upstand Kerb
- 0mm Upstand Kerb at Carriageway Level
- 0mm Upstand Kerb at Ramp Level
- Precast Concrete Kerb at Roundabout Over-run Area
- Transition Kerb
- Edging Kerb

**Fences**
- Proposed Fence
- Existing Fence

**Symbols**
- Zebra Crossing Belisha Beacon
- Traffic Signals
- New Tree
- Existing Lighting Column to be retained
- Lighting Column Type A + B
- Lighting Column Type C
- Lighting Column Type D
- Road Marking on New Pavement Surface
- Road Marking on Existing Pavement Surface
- Red Line Boundary

For previous section refer to Sheet No. 6

For next section refer to Sheet No. 8

Match Line

Match Line

Existing on-road cycle lanes retained

Existing Kerb & Grass Verge Retained

2m Footpath & 4m Two-way Cycle Track

1+000

1+050

1+100

1+150

G

G

Fence
Grass
Concrete
Grass
Barrier
Footpath
Cycle Track
Asphalt
Road Centerline
Kerb Top
Kerb Bottom
Slope Top
Wall
Overhead Wires
EP
ICU
MK
GY
RS
TOW 82.08
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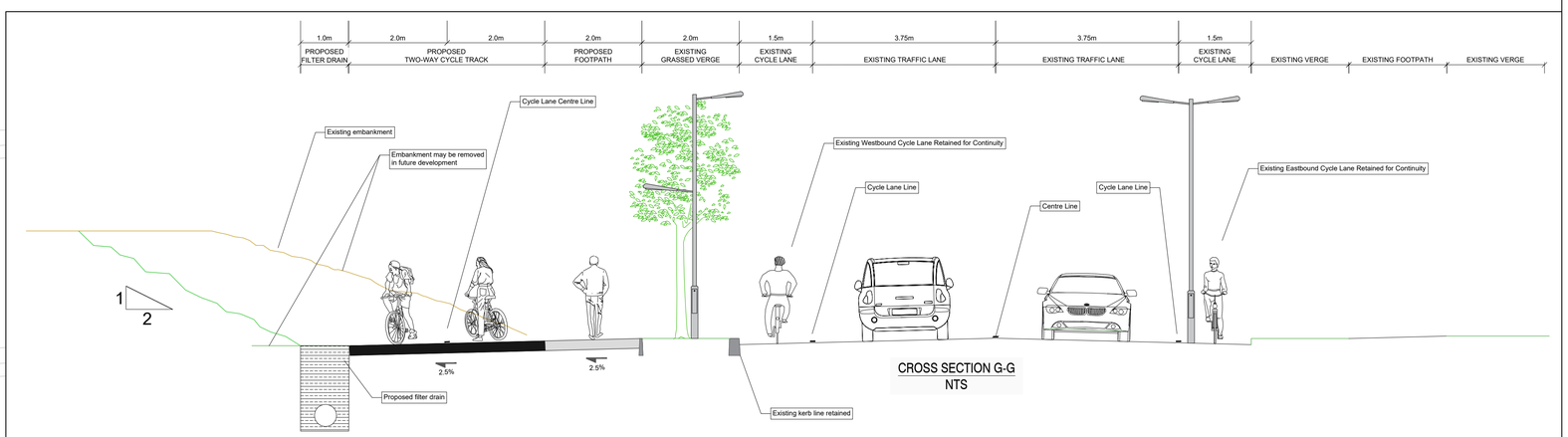
TOW 84.36
TOW 84.82
TOW 85.19




CROSS SECTION G-G
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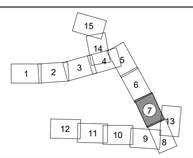
Client: Comhairle Contae Fhine Gall, Fingal County Council

Key Plan

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Scale: 1:250 @ A1, 1:500 @ A3

Created on: NOV. '19

Sheet: 7 of 15

Project: CHURCH FIELDS LINK ROAD & CYCLE NETWORK

Title: PART 8 PLANNING GENERAL ARRANGEMENT

File Identifier: MDT0875-RPS-00-XX-DR-Z- GA0007

Status: S4

Rev: P03

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LEGEND:

Surfaces:
- Pavement Carriageway
- Cycle Track Off-Road
- Cycle Lane On-Road
- Footpath
- Shared Area
- Shared Area - High Quality Finish
- Tactile Paving in Controlled Crossing
- Tactile Paving in Uncontrolled Crossing
- Grassed Area
- Filter Drain

Kerbs
- 125mm Upstand Kerb
- 75mm Upstand Kerb
- 0mm Upstand Kerb at Carriageway Level
- 0mm Upstand Kerb at Ramp Level
- Precast Concrete Kerb at Roundabout Over-run Area
- Transition Kerb
- Edging Kerb

Fences
- Proposed Fence
- Existing Fence

Symbols
- Zebra Crossing Belisha Beacon
- Traffic Signals
- New Tree
- Existing Lighting Column to be retained
- Lighting Column Type A + B
- Lighting Column Type C
- Lighting Column Type D
- Road Marking on New Pavement Surface
- Road Marking on Existing Pavement Surface
- Red Line Boundary

For previous section refer to Sheet No. 7

For next section refer to Sheet No. 13

Match Line

Upgrade Existing 2m Pelican Crossing to a 4m Toucan Crossing

Existing cycle lane removed from new cycle ramp

2m footpath + 4m two-way cycle track. Footpath narrows to a minimum of 1.6m at pinch point

Existing dropped kerb & Tactiles to be removed

Existing Kerb Retained

2m footpath + 4m two-way cycle track

Tie into existing footpath + cycle track

DAMASTOWN AVENUE

POWERSTOWN ROAD

R121

Existing Kerb & Grass Verge Retained

Existing centre line markings removed at new zig-zag markings

2m footpath + 4m two-way cycle track

Existing dropped kerb & Tactiles to be removed

CHURCH ROAD

2m footpath + 2m one-way cycle track

R121 CRUISERATH ROAD

Tie into existing footpath

0+000 0+050 0+063 0+069 1+200 1+250 1+300

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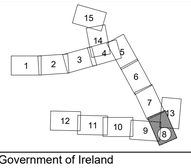
For next section refer to Sheet No. 9

Client: Comhairle Contae Fhine Gall, Fingal County Council

Key Plan

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Scale: 1:250 @ A1, 1:500 @ A3

Created on: NOV. '19

Sheet: 8 of 15

Project: CHURCH FIELDS LINK ROAD & CYCLE NETWORK

Title: PART 8 PLANNING GENERAL ARRANGEMENT

File Identifier: MDT0875-RPS-00-XX-DR-Z- GA0008

Status: S4

Rev: P03

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## LEGEND:

**Surfaces:**

- Pavement Carriageway
- Cycle Track Off-Road
- Cycle Lane On-Road
- Footpath
- Shared Area
- Shared Area - High Quality Finish
- Tactile Paving in Controlled Crossing
- Tactile Paving in Uncontrolled Crossing
- Grassed Area
- Filter Drain

**Kerbs**

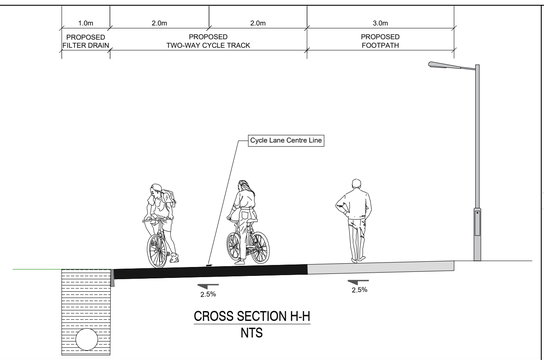
- 125mm Upstand Kerb
- 75mm Upstand Kerb
- 0mm Upstand Kerb at Carriageway Level
- 0mm Upstand Kerb at Ramp Level
- Precast Concrete Kerb at Roundabout Over-run Area
- Transition Kerb
- Edging Kerb

**Fences**

- Proposed Fence
- Existing Fence

**Symbols**

- Zebra Crossing Belisha Beacon
- Traffic Signals
- New Tree
- Existing Lighting Column to be retained
- Lighting Column Type A + B
- Lighting Column Type C
- Lighting Column Type D
- Road Marking on New Pavement Surface
- Road Marking on Existing Pavement Surface
- Red Line Boundary




CROSS SECTION H-H
NTS

For previous section refer to Sheet No. 8

For next section refer to Sheet No. 10

Match Line

0+050

0+000

0+100

1+250

1+300

1+350

1+400

1+450

CHURCH ROAD

Tie into existing footpath and cycle track

ESB Cabinet Maintenance Bay

Tie into existing footpath

Tie into existing footpath

3m footpath & 4m two-way cycle track

H

H

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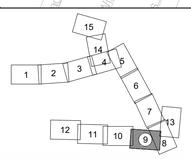
Client

Comhairle Contae Fhine Gall
Fingal County Council

Key Plan

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Model File Identifier

Scale 1:250 @ A1, 1:500 @ A3

Created on NOV. '19

Sheet 9 of 15

Project: CHURCH FIELDS LINK ROAD & CYCLE NETWORK

Title: PART 8 PLANNING GENERAL ARRANGEMENT

File Identifier: MDT0875-RPS-00-XX-DR-Z- GA0009

Status: S4

Rev: P03

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LEGEND:

Surfaces:
- Pavement Carriageway
- Cycle Track Off-Road
- Cycle Lane On-Road
- Footpath
- Shared Area
- Shared Area - High Quality Finish
- Tactile Paving in Controlled Crossing
- Tactile Paving in Uncontrolled Crossing
- Grassed Area
- Filter Drain

Kerbs
- 125mm Upstand Kerb
- 75mm Upstand Kerb
- 0mm Upstand Kerb at Carriageway Level
- 0mm Upstand Kerb at Ramp Level
- Precast Concrete Kerb at Roundabout Over-run Area
- Transition Kerb
- Edging Kerb

Fences
- Proposed Fence
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Symbols
- Zebra Crossing Belisha Beacon
- Traffic Signals
- New Tree
- Existing Lighting Column to be retained
- Lighting Column Type A + B
- Lighting Column Type C
- Lighting Column Type D
- Road Marking on New Pavement Surface
- Road Marking on Existing Pavement Surface
- Red Line Boundary

Grave Yard

Church (In Ruins)

CHURCH ROAD

Match Line

1+500

1+550

1+600

1+643

Match Line

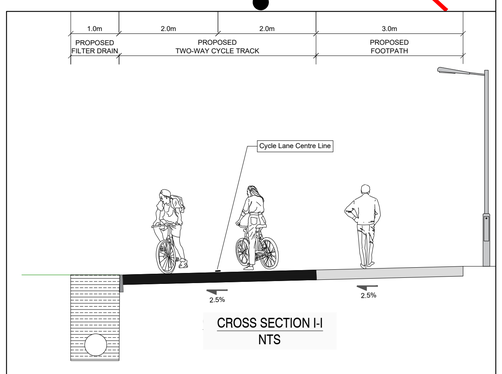
Match Line

3m Footpath & 4m Two-way Cycle Track

Connection to Future Linear Park Network

For previous section refer to Sheet No. 9

For next section refer to Sheet No. 11




CROSS SECTION I-I
NTS

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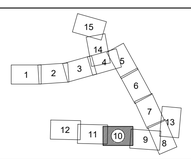
Client
Comhairle Contae Fhine Gall
Fingal County Council

Key Plan

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Model File Identifier

Scale 1:250 @ A1, 1:500 @ A3
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Sheet 10 of 15

Project: CHURCH FIELDS LINK ROAD & CYCLE NETWORK
Title: PART 8 PLANNING GENERAL ARRANGEMENT

File Identifier: MDT0875-RPS-00-XX-DR-Z- GA0010
Status: S4
Rev: P03

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LEGEND:

Surfaces:
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- Cycle Lane On-Road
- Footpath
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- Shared Area - High Quality Finish
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- Tactile Paving in Uncontrolled Crossing
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- Filter Drain

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- 0mm Upstand Kerb at Ramp Level
- Precast Concrete Kerb at Roundabout Over-run Area
- Transition Kerb
- Edging Kerb

Fences
- Proposed Fence
- Existing Fence

Symbols
- Zebra Crossing Belisha Beacon
- Traffic Signals
- New Tree
- Existing Lighting Column to be retained
- Lighting Column Type A + B
- Lighting Column Type C
- Lighting Column Type D
- Road Marking on New Pavement Surface
- Road Marking on Existing Pavement Surface
- Red Line Boundary

For previous section refer to Sheet No. 10

For next section refer to Sheet No. 12

CHURCH ROAD

1+643

1+700

1+750

1+800

Match Line

Match Line

Match Line

Match Line

Tie into existing footpath

3m Footpath & 4m Two-way Cycle Track

Footpath narrows to 2m on this section between existing trees and utilities

No connection proposed to existing footpath due to future park reconfiguration

J

J

K

K

Edge of Road

Overhead Wires

Vegetation

Road Centreline

Kerb Top

Kerb Bottom

Footpath

Concrete

Slope Bottom

Fence

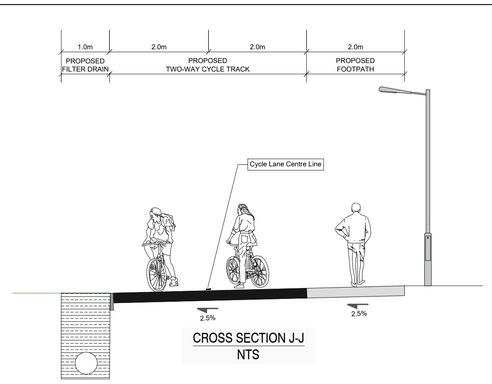
Gate

Wall

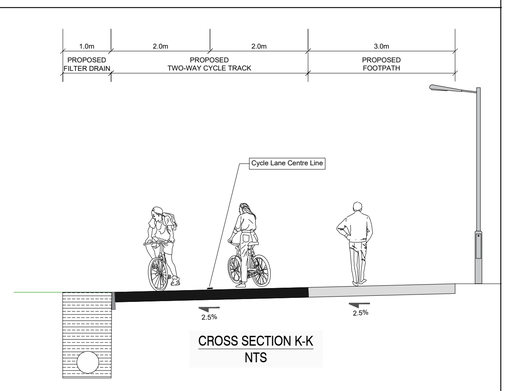
Overgrown

Slope Top

Grass




CROSS SECTION J-J
NTS




CROSS SECTION K-K
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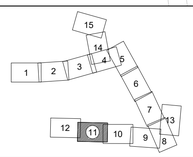
Client
Comhairle Contae Fhine Gall
Fingal County Council

Key Plan

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Sheet 11 of 15

Project: CHURCH FIELDS LINK ROAD & CYCLE NETWORK
Title: PART 8 PLANNING GENERAL ARRANGEMENT

File Identifier: MDT0875-RPS-00-XX-DR-Z- GA0011
Status: S4
Rev: P03

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For previous section refer to Sheet No. 11

Match Line

Match Line

1+850

1+900

1+950

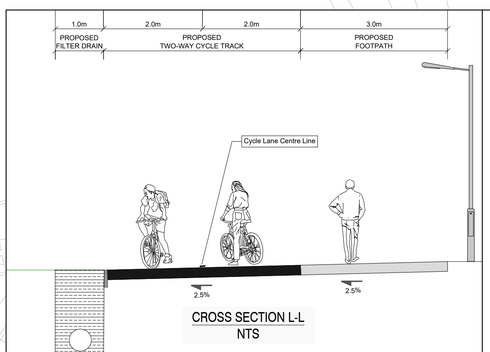
1+989

CHURCH ROAD

Tie into existing footpath

3m Footpath & 4m
Two-way Cycle Track

Tie into existing footpath




CROSS SECTION L-L
NTS

## LEGEND:

Surfaces:
- Pavement Carriageway
- Cycle Track Off-Road
- Cycle Lane On-Road
- Footpath
- Shared Area
- Shared Area - High Quality Finish
- Tactile Paving in Controlled Crossing
- Tactile Paving in Uncontrolled Crossing
- Grassed Area
- Filter Drain

Kerbs
- 125mm Upstand Kerb
- 75mm Upstand Kerb
- 0mm Upstand Kerb at Carriageway Level
- 0mm Upstand Kerb at Ramp Level
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- Road Marking on Existing Pavement Surface
- Red Line Boundary

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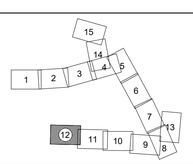
Client

Comhairle Contae Fhine Gall
Fingal County Council

Key Plan

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Project: CHURCH FIELDS LINK ROAD & CYCLE NETWORK

Title: PART 8 PLANNING
GENERAL ARRANGEMENT

| File Identifier | Status | Rev |
|---|---|---|
| MDT0875-RPS-00-XX-DR-Z- GA0012 | S4 | P03 |

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LEGEND:

Surfaces:
- Pavement Carriageway
- Cycle Track Off-Road
- Cycle Lane On-Road
- Footpath
- Shared Area
- Shared Area - High Quality Finish
- Tactile Paving in Controlled Crossing
- Tactile Paving in Uncontrolled Crossing
- Grassed Area
- Filter Drain

Kerbs
- 125mm Upstand Kerb
- 75mm Upstand Kerb
- 0mm Upstand Kerb at Carriageway Level
- 0mm Upstand Kerb at Ramp Level
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- Existing Fence

Symbols
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- Lighting Column Type A + B
- Lighting Column Type C
- Lighting Column Type D
- Road Marking on New Pavement Surface
- Road Marking on Existing Pavement Surface
- Red Line Boundary

Curragh Hall Crescent

Avenue

Lane

Existing Trees to be retained

Proposed new permanent fence line

Temporary landtake required

Permanent landtake required

Temporary Land Acquired

Match Line

0+000

0+050

0+100

0+150

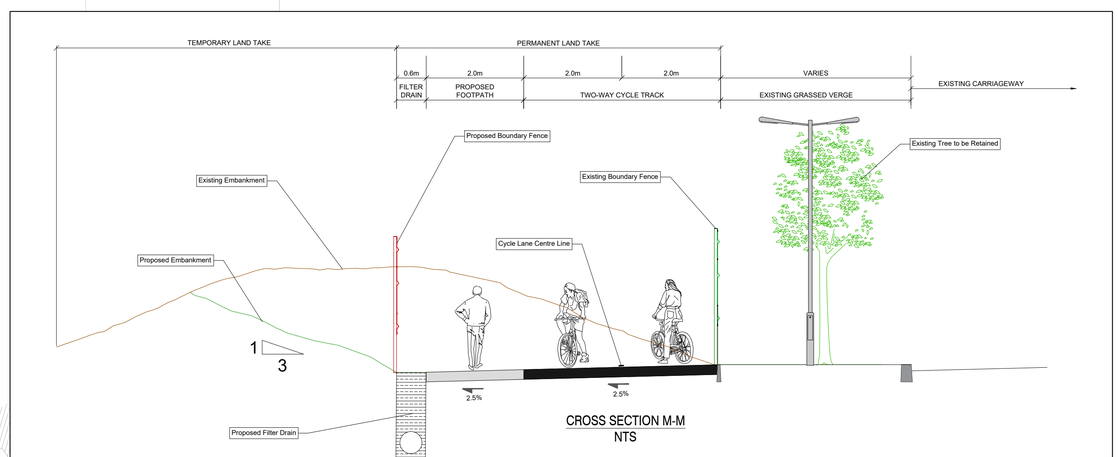
0+200

0+216

M

M

For previous section refer to Sheet No. 8




CROSS SECTION M-M
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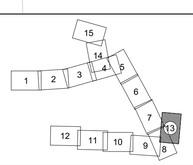
Together, National School
National School

Client: Comhairle Contae Fhine Gall, Fingal County Council

Key Plan

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Project: CHURCH FIELDS LINK ROAD & CYCLE NETWORK

Title: PART 8 PLANNING GENERAL ARRANGEMENT

| File Identifier | Status | Rev |
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| MDT0875-RPS-00-XX-DR-Z- GA0013 | S4 | P03 |

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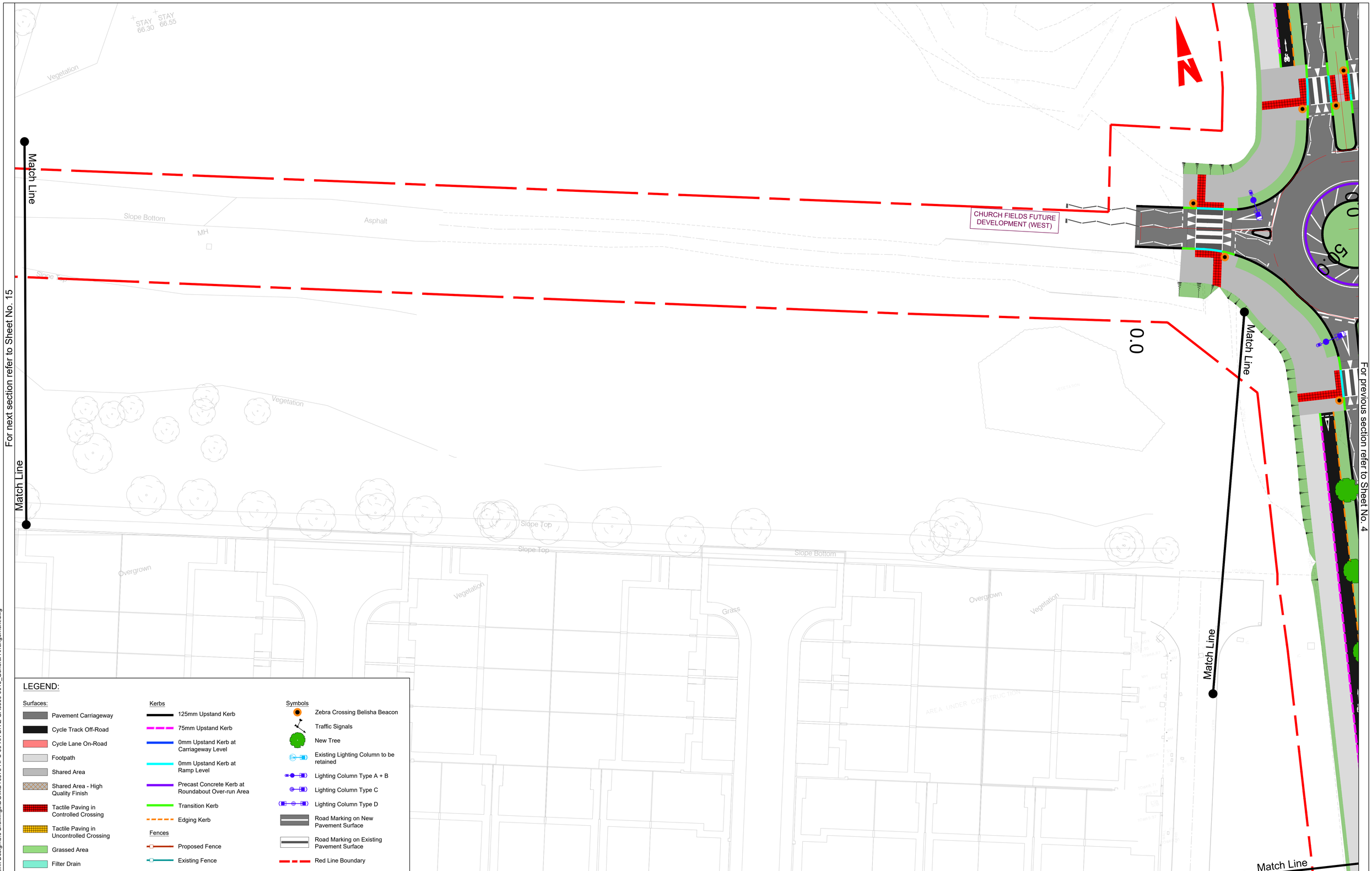


LEGEND:

Surfaces:
- Pavement Carriageway
- Cycle Track Off-Road
- Cycle Lane On-Road
- Footpath
- Shared Area
- Shared Area - High Quality Finish
- Tactile Paving in Controlled Crossing
- Tactile Paving in Uncontrolled Crossing
- Grassed Area
- Filter Drain

Kerbs
- 125mm Upstand Kerb
- 75mm Upstand Kerb
- 0mm Upstand Kerb at Carriageway Level
- 0mm Upstand Kerb at Ramp Level
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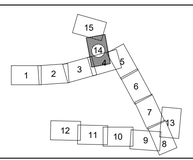
- Transition Kerb
- Edging Kerb

Fences
- Proposed Fence
- Existing Fence

Symbols
- Zebra Crossing Belisha Beacon
- Traffic Signals
- New Tree
- Existing Lighting Column to be retained
- Lighting Column Type A + B
- Lighting Column Type C
- Lighting Column Type D
- Road Marking on New Pavement Surface
- Road Marking on Existing Pavement Surface
- Red Line Boundary

Client: Comhairle Contae Fhine Gall Fingal County Council

Key Plan

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Project: CHURCH FIELDS LINK ROAD & CYCLE NETWORK
Title: PART 8 PLANNING GENERAL ARRANGEMENT

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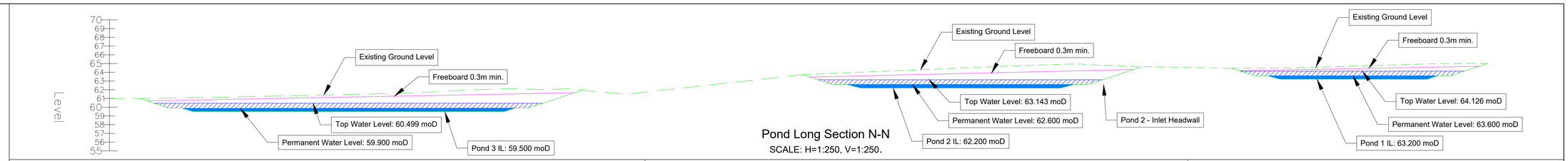


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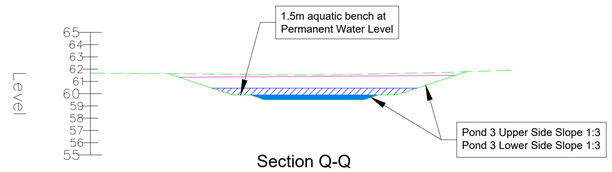


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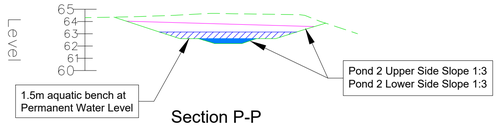


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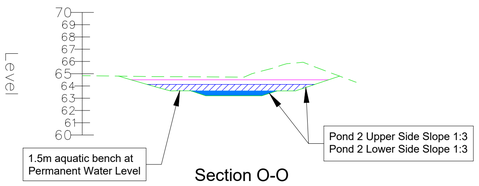


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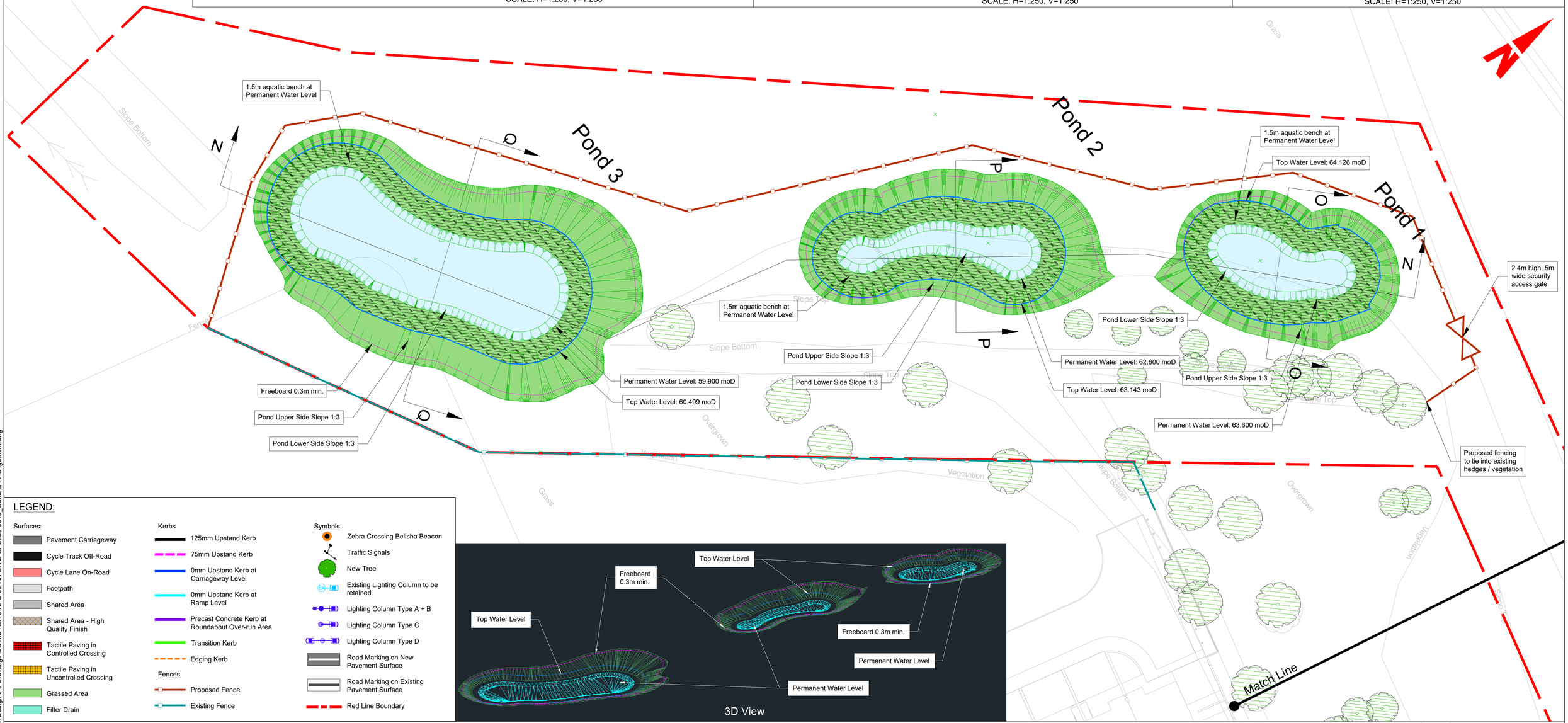


LEGEND:

Surfaces:
- Pavement Carriageway
- Cycle Track Off-Road
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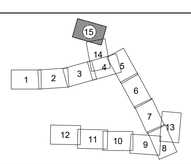
- Road Marking on Existing Pavement Surface
- Red Line Boundary




For previous section refer to Sheet No. 14

Client: Comhairle Contae Fhine Gall, Fingal County Council

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Title: PART 8 PLANNING GENERAL ARRANGEMENT

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Rev: P03

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# Appendix B
# Ecological Appraisal

*(Refer to Report MDT0875-RPS-00-XX-RP-Z-RP0016 – Ecological Appraisal)*

# Appendix C
# Screening for Appropriate Assessment

*(Refer to Report MDT0875-RPS-00-XX-RP-Z-RP0017 – Screening for Appropriate Assessment)*

# Appendix D
# Archaeological & Architectural Desktop Analysis

*(Refer to Report MDT0875-RPS-00-XX-RP-Z-RP0003 – Archaeological & Architectural Desktop Analysis)*