ATKINS

Member of the SNC-Lavalin Group

Harry Reynolds Road Pedestrian and Cyclist Scheme

Appropriate Assessment Screening Report

Fingal County Council

March 2020

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1. Introduction

Fingal County Council proposes to develop a pedestrian and cycle route along the Harry Reynolds Road, Balbriggan, Co Dublin. Atkins have been appointed by Fingal County Council to develop route options and to undertake preliminary design work on the preferred route option. If the scheme is approved, Atkins will develop a detailed design for the project and progress it through the construction phase. Atkins have also been engaged to manage and coordinate all aspects of an application to An Bord Pleanála to seek approval for the implementation of the pedestrian and cycle route project. This Appropriate Assessment (AA) screening report forms part of the supporting information for the planning application for the Harry Reynolds Road Pedestrian and Cycle Route.

The purpose of AA screening in this case is to determine the likelihood of significant effects, if any, that the proposed cycle route on the Harry Reynolds Road, Balbriggan could have on sites with European conservation designations i.e. Natura 2000 sites.

1.1. Scheme Overview

The National Transport Agency (NTA) have developed a Geater Dubln Area (GDA) Cycle Network Plan and as part of this Fingal County Council (FCC) proposes to deliver a high quality cycle route along Harry Reynolds Road in Balbriggan. The aim of the proposed scheme is the development of a cycle route which provides a quality of service of A in accordance with the National Cycle Manual and which provides an optimal balance of provision between the various competing transport modes along the route corridor.

The study area for the proposed pedestrian and cycle route is outlined below in Figure 1.1. The proposed pedestrian and cycle route is predominantly aligned along the Harry Reynolds Road which runs in a general north south direction alongside Stephenstown industrial estate and a number of residential areas and housing developments in Balbriggan town. Within the northern section of the study area the proposed route incorporates a link to Chieftain's Drive and within the southern section of the study area the route is proposed to run along Hamilton Road. The route links schools located at the northern and southern extents of the study area with residential areas and existing cycle paths alongside the route which is one of the objectives of the Cycle Network Plan (CNP). The overall aim of the CNP is to promote increased recourse to cycling as a means of transport.

Plates 1.1 &1.2 below illustrate sections of Harry Reynolds Road and the alignment of the proposed route is shown on drawings 5165984/HTR/SK/0101-0111.

Figure 1-1 - Study Area for the Proposed Pedestrian and Cycle Route

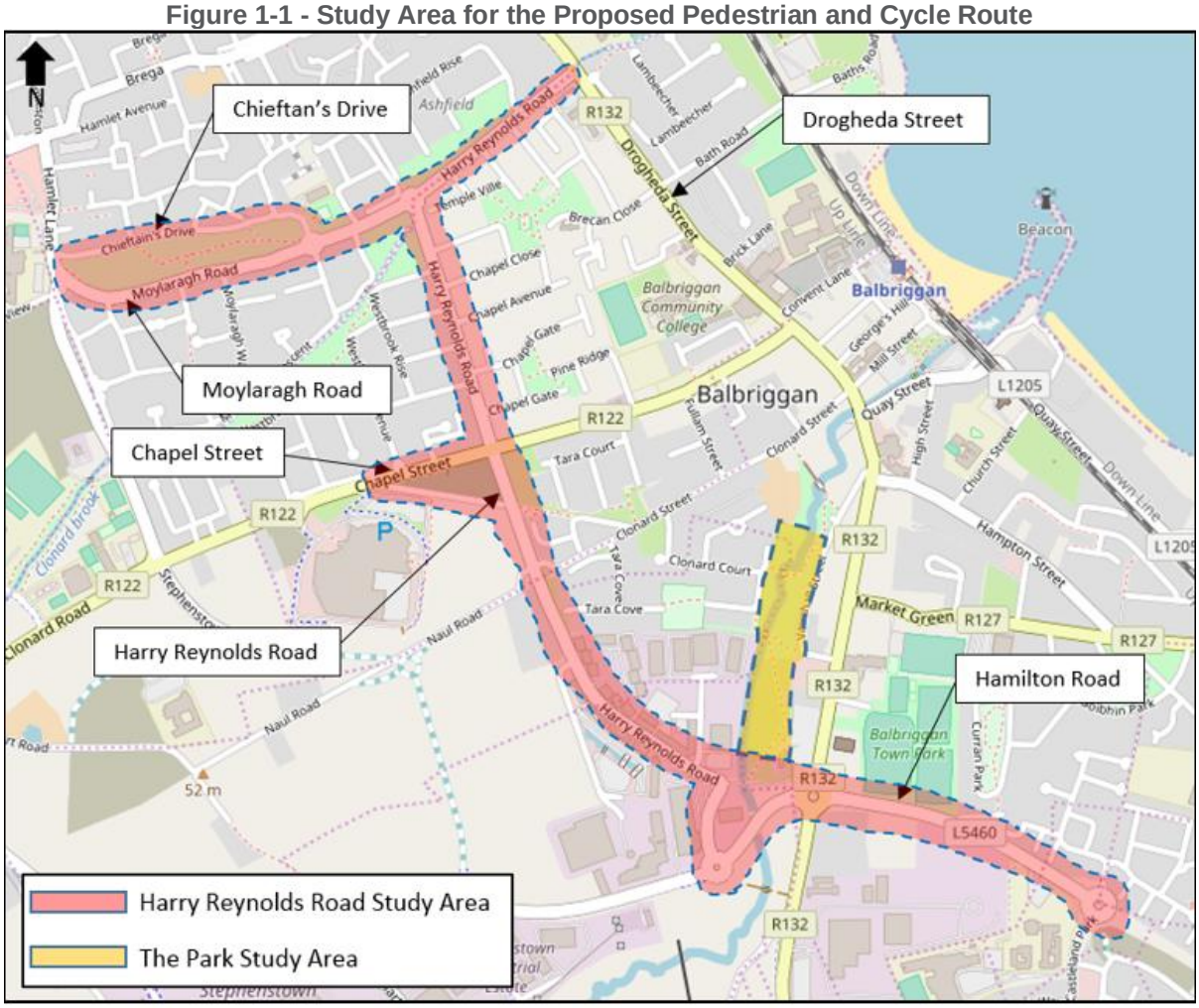


Plate1.1 Harry Reynolds Rd

Plate 1.2 Harry Reynolds Rd Chapel St junction

1.2. Description of Proposed Scheme

1.2.1. Section 1: Chieftain`s Drive

The proposed Cycle Scheme along this section of the route is to consist of a shared street provision. Vehicular traffic will be made aware of the provision by way of road markings and signage. The low volume and speeds along this road, as confirmed by traffic surveys, allow for the provision of a shared street it this location in accordance with the National Cycle Manual.

The existing kerb lines and parking will be maintained throughout this section. The existing raised, uncontrolled courtesy crossing on Castlemill Link Road will be upgrade to a raised zebra crossing to allow for safe and direct access from Chieftain's Drive to the schools and shops on the western side of the road.

1.2.2. Section 2: Chieftain`s Drive Roundabout to Harry Reynolds Roundabout

The proposed Cycle Scheme along this section of the route is to generally consist of 2m wide raised adjacent cycle tracks and 2m wide footpaths along both sides of the carriageway. The cycle track will be raised by 50mm above the existing carriageway level and the footpath will be raised by 75mm above the cycle track to provide segregation for all users.

To allow for construction of this section, the existing kerb line on the northern side of the road will be removed and the existing carriageway moved approximately 1.5m northwards with the existing verge and trees removed. On the southern side of the road the existing kerbline, verge and footpath will be maintained with the cycle track constructed within the current carriageway. A minimum carriageway width of 6m is maintained throughout.

1.2.3. Section 3: Harry Reynolds Road Roundabout to Drogheda Street Junction

The proposed route along this section is as for Section 2 with a 2m wide raised adjacent cycle track to be provided on both sides of the road. On the northern side of the road the existing verge, including trees, is to be removed and the existing footpath to be upgraded to a minimum width of 2m. On the southern side of the road, the existing kerb, verge and footpath are to be maintained as is.

To allow for construction of this section, the existing kerb line on the northern side of the road will be removed and the existing carriageway moved approximately 1.5m northwards with a minimum carriageway width of 6.5m provided throughout.

1.2.4. Section 4: Harry Reynolds Road – Roundabout to Chapel Street Junction

Throughout this section of the route, 2m wide one-way raised adjacent cycle tracks and 2m wide footpaths are proposed for the majority of the scheme. The cycle tracks will be raised by 50mm above the existing carriageway and footpaths will be raised a further 75mm to provide segregation between all users. Throughout this section, trees will be removed to facilitate the above provision.

To allow for the construction of the cycle track and footpath additional width is required on the eastern side of the carriageway. This width will be obtained by moving the existing kerb line on that side, narrowing the carriageway to a minimum width of 6.5m. The existing kerb line on the western side of the carriageway will generally be retained with kerbs being replaced to suit the new provision.

The existing ramp on Harry Reynolds Road at Westbrook Rise will be removed to provide sufficient width for the cycle track and footpath. The ramp will be relocated to the green space behind the wall on the Westbrook Rise side and the existing footpath along the wall on this side widened by approximately 1.5m.

A new raised toucan crossing is proposed between Chapel Avenue and Westbrook Close, linking residential areas on both sides of Harry Reynolds Road to the scheme.

From the Westbrook Drive junction southwards to the Chapel Street junction, it is proposed to provide additional segregation for the cycle lane with a kerb protecting it from vehicular traffic along with upgrading of footpaths. Changes to the staging of the junction and provision of cycle only signals will be considered during the detail design stage.

1.2.5. Section 5: Harry Reynolds Road – Chapel Street Junction to Fingal Bay Business Park

The proposed Cycle Scheme along this section of the route is as the previous section with 2m wide raised adjacent cycle tracks and 2m wide footpaths provided on both sides. In general, the existing kerb on the eastern side of the road will be removed and the carriageway narrowed to a minimum of 6.5m. The existing kerb line on the western side of the road will be maintained in place and amended to suit the new provision. The proposed footpath on the western side of the road will be constructed in the existing grass verge on that side.

The existing crossroads at Clonard Street will be modified to provide tighter corner radii and narrower lanes in line with the Design Manual for Urban Roads and Streets (DMURS). Cycle lanes will be on road across the junction with raised entry treatments for uncontrolled pedestrian crossings also provided as discussed in the previous section.

1.2.6. Section 6: Fingal Bay Business Park

The scheme continues in a similar fashion through this section with 2m wide raised adjacent cycle tracks and 2m wide footpath provided by narrowing the existing carriageway and relocating the existing kerb line on the eastern side of the road. Side road junctions are treated as outlined in the previous two sections and existing trees are to be removed on the eastern side throughout.

There is a section of existing footpath and off-road cycle track on the western side of the road in front of a number of building. It is proposed to remove these and to provide a varying width of self-binding material between the proposed cycle track and footpath where it is proposed to plant new trees.

1.2.7. Section 7: Exit Road from Public Carpark

From the previous section, the scheme proceeds along the northern side of the existing car park exit road by means of approximately 40m of shared surface linking between the proposed toucan crossing and a 4m wide raised adjacent two-way cycle track and 2m wide footpath.

The existing kerb line on the northern side of the road will be relocated to provide the required width and the exit road reduced to 3m in width to control speeds. The existing kerb line on the southern side of the road will be maintained.

A 4.m wide raised zebra crossing will be provided adjacent to the car park which will link to a proposed 5m wide shared surface to facilitate pedestrian and cyclist movements to and from Drogheda Street. This width will be achieved by removing some of the landscaped area to the west of the R132 roundabout.

1.2.8. Section 8: Hamilton Road

Two-way cycle tracks with buffers are proposed on both sides of Hamilton Road from the Dublin Street roundabout to just east of the gated entrance to the adjacent playing pitches to the north. An at-grade toucan crossing is proposed at this location at which point the two-way raised adjacent cycle track continues on the southern side only as far as the roundabout at Castlelands.

The existing kerblines will be relocated along the majority of the route with a minimum width of 7.0m provided for the carriageway in all locations.

A new set down/drop off area and a new bus waiting area are proposed on the southern side of Hamilton Road in close proximity to the entrance to a number of schools in the area. It is proposed to narrow the existing carriageway land widths to a minimum of 3.5m with a 0.5m – 1m wide concrete central island also proposed. This will help manage unsafe driving behaviours at school peak times and reduce speeds along the road. These lane widths are more than adequate to cater for the volume and type of traffic anticipated along this road and are in keeping with DMURS.

1.2.9. Junction Design

1.2.9.1. Moylaragh Road/Chieftain's Road Roundabout

The Moylaragh roundabout will be reconfigured to provide crossing points on all arms. The existing kerb lines on the eastern and southern arms will be modified to provide appropriate radii and lane widths. Raised zebra

crossings at the junction will be provide on all arms with shared spaces provided around the entire roundabout. These will allow safe and direct crossing points for all vulnerable road users.

1.2.9.2. Harry Reynolds/Moylaragh Road Roundabout

Harry Reynolds Roundabout will be slightly reconfigured to provide a cycle friendly roundabout in accordance with the National Cycle Manual.

The ICD of the roundabout will be reduced to 30m. This will include reducing of entry and exit widths and radii.

The circulatory carriageway will be reduced to 4.0m with a 4.0m concrete overrun.

Raised zebra crossings will be provided on all approach arms. These crossings will be set back a distance of 6m from the roundabout circulatory carriageway and shared surfaces will be provided at all crossing locations and around the entire roundabout.

1.2.9.3. Harry Reynolds Road/Drogheda Street Signal Controlled Junction

The existing signalised junction at this location is to be upgraded with a new toucan crossing on the northern arm and upgraded toucan crossings on the remaining two arms. Shared surfaces will be provided around the junction and will link with the existing cycle and pedestrian facilities on Drogheda Street.

1.2.9.4. Dublin Street Roundabout

The Dublin Street (R132) roundabout configuration will generally be maintained with some modifications. Existing kerb lines will be relocated on the northern and southern arms to provide width for shared spaces.

New raised zebra crossings and traffic islands are proposed on both the northern and southern arms to allow safe, direct crossing points for pedestrians and cyclists. The existing toucan crossing on Hamilton Road is to be maintained while a new toucan crossing is proposed at a setback on the western arm.

1.2.10. Millpond Park

The existing paths through the park will be upgraded to 3m wide paths throughout with some additional links to Vauxhall Street also provided.

Provision of additional pathways and looped routes within the park will be investigated further as part of the overall park masterplan being carried out by Fingal County Council.

1.3. Construction Methodology

Works will commence with the clearance and off-site removal of redundant road signage, boundary treatment, surface materials and topsoil. The works will be undertaken using a combination of operatives using hand tools, mechanical excavators and dumper trucks.

To facilitate the main works, underground utilities which conflict with the main works will be uncovered using mechanical excavators and hand digging where appropriate. The need for significant utility diversions is not envisaged as part of the works, instead a ‘lower and protect’ approach will be favoured. This is likely to be restricted to locations where the walking and cycling facilities cross or interface with public roads.

Following the diversion of utilities the initial pavement and cycle track construction phase will be undertaken. This will include the excavation and removal of the existing stone, soil, concrete and bitumen materials along the route followed by the installation of new path and track base materials. Excavations will be largely undertaken by mechanical means, with any spoil arisings to be removed off site or reused locally where testing confirms its suitability. The base layers of the pavement and track are to be made of compacted stone materials.

Drainage works, likely to run in tandem with the pavement construction phase, are considered to be minimal and restricted to areas where the scheme interfaces with the public road. The drainage works at these locations are likely to be limited to the relocation of existing road gullies to take account of adjusted kerb lines and use of porous asphalt and permeable drains to provide retention in the cycle tracks.

The works will also involve constructing the civil engineering elements required to facilitate the commissioning of the traffic signals and the public lighting elements at the latter stages of construction once all the heavy civil engineering works have been executed. Service chambers and underground duct sets will be laid within trenches and backfilled with granular material. Signal poles and public lighting columns will be erected, and duct connections will be made to the base of each pole unit.

The final pavement surface course will be laid using an asphalt paving machine followed by compaction using a vibrating roller.

For soft landscaping areas topsoil profiles will be graded to tie into the new pavement levels followed by grass seeding. The top soiling and seeding will be undertaken using a combination of mechanical excavator, tractor unit drawing a rotavator / rake / seed spreader and also operatives using hand tools for areas where machinery access is unavailable.

1.4. Existing Environment

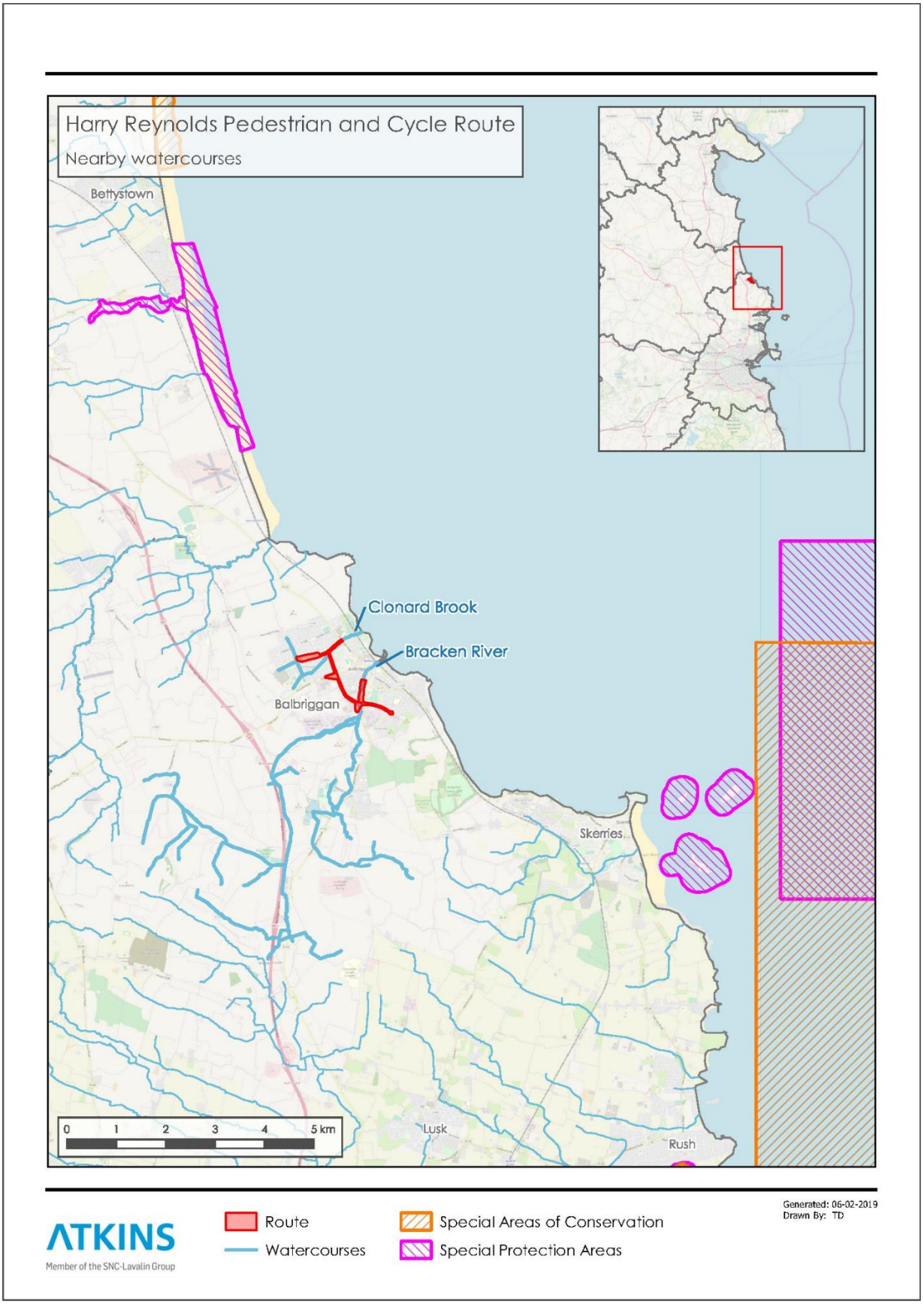
The proposed route is entirely located within the urban area of Balbriggan town. The route is proposed to be aligned along existing roadways, carriageways and footpaths and does not encroach into any rural areas, undeveloped areas or 'green field' sites.

The proposed route lies within the Nanny-Delvin Catchment area and Palmerstown Subcatchment area. The proposed route crosses 2no. of watercourses. Clonard Brook intersects with the northern section of the route in the area of the Moylaragh Road and Harry Reynolds Road roundabout. The Bracken River is located further south and intersects with the proposed route close to the junction Harry Reynolds Road and Hamilton Road. Both watercourses flow in a general easterly direction out falling into the Irish Sea in Balbriggan town. The Water Framework Directive (WFD)[1] has not assigned a water quality status to these watercourses but does identify them as being at risk. The surface water drainage system of the road network, and hence the proposed project, discharge to the Clonard Brook and Bracken River.

The watercourses in context with the pedestrian and cycle route are illustrated in Figure 1-2 below.

[1] https://gis.epa.ie/EPAMaps/

Figure 1-2 - Watercourses Intersected by the Proposed Pedestrian and Cyclist Route



2. Scope of Study

The purpose of this Screening for AA is to determine the likelihood of significant effects, if any, that the proposed cycle and pedestrian route project could have on Natura 2000 sites.

2.1. Aims of the Report

The aim of this report is to provide supporting information to assist the competent authority to carry out a Screening for Appropriate Assessment with respect to the proposed project.

2.2. Legislative Context

Directive 92/43/EEC on the Conservation of Natural Habitats and Wild Fauna and Flora, known as the 'Habitats Directive' provides legal protection for habitats and species of European importance. Article 2 of the Directive requires the maintenance or restoration of habitats and species of European Community interest, at a favourable conservation status. Articles 3 – 9 provide the legislative means to protect habitats and species of Community interest through the establishment and conservations of an EU-wide network of sites known as Natura 2000 sites. Natura 2000 sites are Special Areas of Conservation (SACs) designated under the Habitats Directive and Special Protection Areas (SPAs) designated under the Conservation of Wild Birds Directive (79/409/EEC).

Articles 6(3) and 6(4) of the Habitats Directive set out the decision-making tests for plans or projects that could potentially affect Natura 2000 sites. Article 6(3) establishes the requirement for Appropriate Assessment: -

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

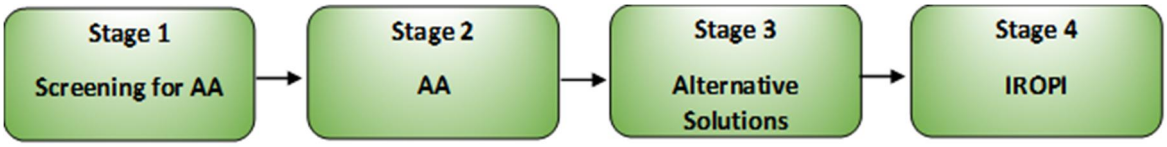
Article 6 (4) deals with the steps that should be taken when it is determined, as a result of Appropriate Assessment, that a plan or project will adversely affect a European site. Alternative solutions, imperative reasons of overriding public interest (IROPI) and compensatory measures need to be addressed in this case. Article 6(4) states: -

> "*If, in spite of a negative assessment of the implications for the site and in the absence of alternative solutions, a plan or project must nevertheless be carried out for imperative reasons of overriding public interest, including those of a social or economic nature, the Member State shall take all compensatory measures necessary to ensure that the overall coherence of Natura 2000 is protected. It shall inform the Commission of the compensatory measures adopted.*
>
> *Where the site concerned hosts a priority natural habitat type and/or a priority species, the only considerations which may be raised are those relating to human health or public safety, to beneficial consequences of primary importance for the environment or, further to an opinion from the Commission, to other imperative reasons of overriding public interest*."

2.3. Appropriate Assessment Process

Guidance on the AA process was produced by the European Commission (EC, 2001), which was subsequently used to develop guidance for Ireland by the Department of Environment, Heritage and Local Government in 2009 (DEHLG, 2009). These guidance documents set out a four-staged approach to complete the AA process and outlines the issues and tests at each stage.

Figure 2-1 - Appropriate Assessment Process (Source: DEHLG, 2009)



The stages outlined below are taken from the guidance document Appropriate Assessment of Plans and Projects in Ireland – Guidance for Planning Authorities (DEHLG, 2009).

2.3.1. Stage 1 – Screening for Appropriate Assessment

Screening is the process that addresses and records the reasoning and conclusions in relation to the first two tests of Article 6(3): -

- Whether a plan or project is directly connected to or necessary for the management of the site, and
- Whether a plan or project, alone or in combination with other plans and projects, is likely to have significant effects on a Natura 2000 site in view of its conservation objectives.

If the effects are deemed to be significant, potentially significant, or uncertain, then the process must proceed to Stage 2 (AA).

2.3.2. Stage 2 – Appropriate Assessment

This stage considers whether the plan or project, alone or in combination with other projects or plans, will have adverse effects on the integrity of a Natura 2000 site, and includes any mitigation measures necessary to avoid, reduce or offset negative effects.

The competent authority can only agree to the plan or project after having ascertained that it will not adversely affect the integrity of the site(s) concerned. If this cannot be determined, and where mitigation cannot be achieved, the alternative solutions need to be considered and the process proceeds to Stage 3.

2.3.3. Stage 3 - Alternative Solutions

This stage examines any alternative solutions or options that could enable the plan or project to proceed without adverse effects on the integrity of a Natura 2000 site. The process must return to Stage 2 as alternatives will require appropriate assessment in order to proceed. Demonstrating that all reasonable alternatives have been considered and assessed, and that the least damaging option has been selected, it is necessary to progress to Stage 4.

2.3.4. Stage 4 – IROPI

Stage 4 examines whether there are imperative reasons of overriding public interest for allowing a plan or project that will have adverse effects on the integrity of a Natura 2000 site to proceed in cases where it has been established that no less damaging alternative solution exists. Compensatory measures must be proposed and assessed, of which the Commission must be informed.

The AA process only progresses through each of the four stages for certain plans and projects. For example, for a project not connected with the management of a site and where no likely significant effects on a Natura 2000 site in view of its conservation objectives are identified, the process stops at Stage 1, Screening for AA. Throughout the process the precautionary principle must be applied, which requires that the conservation objectives of Natura 2000 should prevail where there is uncertainty (EC, 2001).

This report is for Stage 1 of the process, Screening for Appropriate Assessment, whereby this report provides supporting information to the competent authority in their AA decision.

3. Methods

3.1. Guidance documents

The Screening for Appropriate Assessment was prepared with reference and due consideration to the following documents and case law, including but not limited to: -

- Council Directive 92/43/EEC of 21 May 1992 on the conservation of natural habitats and of wild flora and fauna (Habitats Directive);
- Statutory Instrument No. 477/2011 — European Communities (Birds and Natural Habitats) Regulations 2011;
- European Commission (2017). Managing Natura 2000 sites: the provisions of Article 6 of the 'Habitats' Directive 92/43/EEC;
- European Commission (2001). Assessment of plans and projects significantly affecting Natura 2000 sites: Methodological guidance on the provisions of Articles 6(3) and (4) of the Habitats Directive 92/43/EEC;
- European Commission (2007). Guidance document on Article 6(4) of the 'Habitats Directive' 92/49/EEC; clarification of the concepts of: Alternative solutions, Imperative reasons of overriding public interest, Compensatory Measures, Overall Coherence, Opinion of the Commission;
- Department of the Environment, Heritage and Local Government (2009). Appropriate Assessment of Plans and Projects in Ireland. Guidance for Planning Authorities; and,
- Case C-323/17 People Over Wind & Anor. V. Coillte.

3.2. Desk Study

A desk study was carried out to collate information available on Natura 2000 sites in the vicinity of the proposed project. These areas were viewed using Google Earth, Google maps[2] and Bing maps[3] (last accessed on 30/01/19).

The National Parks and Wildlife Service (NPWS) and National Biodiversity Data Centre (NBDC) online databases were reviewed concerning Natura 2000 sites and their features of interest in the vicinity of the proposed project.

The Environmental Protection Agency (EPA) mapping[4] system was used to identify any hydrological connection between the proposed project and Natura 2000 sites.

Locations and boundaries of all Natura 2000 sites within 15km of the proposed project were identified and reviewed using the NPWS online map viewer. Boundary shapefiles were also downloaded from this site to facilitate the preparation of project graphics.

Desktop information on relevant Natura 2000 sites were reviewed on the NPWS website, including the site synopsis for each SAC/SPA, the conservation objectives, the site boundaries as shown on the NPWS online map viewer, the standard Natura 2000 Data Form for the SAC/SPA which details conditions and threats of the sites, and published information and unpublished reports on the relevant Natura 2000 sites.

Relevant planning information for the surrounding area was reviewed using the planning enquiry systems of Fingal County Council. Search criteria were implemented to determine whether such projects or plans that would not be relevant to this study. This reviewed information was used to determine potential cumulative impacts from other plans / projects with the proposed works.

[2] https://www.google.ie/maps
[3] http://www.bing.com/maps/
[4] https://gis.epa.ie/EPAMaps/

3.3. Statement of Authority

The Screening for Appropriate Assessment report was prepared by Avril McCollom and Colin Wilson, who also provided peer review support.

Avril McCollom has a BSc (Hons) in Freshwater and Marine Biology. Avril has worked in ecological and environmental consultancy since 2017, working on a wide range of projects including road construction, Strategic Housing Developments and Strategic Infrastructure Developments. A focus of Avril's work to date has been on the preparation of Appropriate Assessments Screenings, Environmental Impact Assessment Screenings and Outline Construction Environmental Management Plans and Construction and Demolition Waste Management Plans.

Colin Wilson (Atkins Dublin) has a BSc (Hons) in Environmental Science. He has over 12 years working in the fields of ecology and environmental management. He is a Senior Ecologist with experience in ecological surveying, environmental assessment, on-site ecological supervision and mitigation. He has experience on multiple road projects regarding all elements of surface and groundwater management, monitoring, sampling and associated reporting. Colin also has a broad range of experience in invasive species management, biosecurity and control. Colin has prepared AA screening reports and has also been involved in the development of Environmental Operating Plans and Construction Environmental Management Plans for a number of national infrastructure projects.

4. Designated Areas

4.1. Connectivity of Works Area to Natura 2000 Sites

The 'zone of influence' (ZoI) for a project is the area over which ecological features may be subject to significant effects as a result of the proposed project and associated activities. This is likely to extend beyond the project site, for example where there are ecological or hydrological links beyond the site boundaries. The zone of influence will vary for different ecological features depending on their sensitivity to an environmental change (CIEEM, 2018).

A distance of 15km is currently recommended in the case of plans, as a potential zone of influence, and this distance is derived from UK guidance (Scott Wilson et al., 2006). For some projects, the distance could be much less than 15km, and in some cases less than 100m, but National Parks and Wildlife Service guidance5 advises that this must be evaluated on a case-by-case basis with reference to the nature, size and location of the project, the sensitivities of the ecological receptors, and the potential for in-combination effects.

It follows that given the nature of the proposed project the potential zone of influence will be limited to the closest Natura 2000 sites or to those hydrologically connected to the proposed project.

4.2. Special Areas of Conservation

The proposed Harry Reynolds Road pedestrian and cycle route does not lie within any Special Area of Conservation (SAC).

There are 5 no. Special Areas of Conservation within 15km of the proposed scheme. Rockabill to Dalkey Island SAC (Site Code 003000) is the closest SAC which is located off shore within the Irish Sea ca. 7.65km east of the proposed route. The nearest land based SAC is Boyne Coast and Estuary SAC (Site Code 001957) located to the east of Drogheda town ca. 10km north of the proposed route. Within the same area the River Boyne and River Blackwater SAC is located ca. 14km to the north of the proposed scheme. Rogerstown Estuary SAC (Site Code 000208) is located ca. 10.95km south and Malahide Estuary SAC (Site Code 000205) is also located south, ca. 14km from the area of the proposed pedestrian and cycle route.

Table 4-1 below lists all designated Special Areas of Conservation located within 15km of proposed pedestrian and cycle route. The distance of these sites from the proposed scheme, along with the qualifying interests for which these sites have been designated are detailed within the table. A screening statement is also presented within this table.

SAC sites within 15km of the proposed route are illustrated in Figure 4-1 below.

The closest designated site to the proposed pedestrian and cycle route is Rockabill to Dalkey Island SAC (Site Code 003000) which is located ca. 7km east of Balbriggan town off shore in the Irish Sea. The two watercourses within the study area, to which the surface waters from pedestrian and cycle route works areas discharge, provides the only potential connectivity from the works area to the SAC. These watercourses, however, outfall into the Irish Sea in the area of Balbriggan and any potential hydrological link between the watercourses and the SAC is negated due to the nature and scale of the proposed project, the distance from the outfall locations to the SAC (ca. 7km) and by the dilution effects presented by the Irish Sea.

There is no physical connectivity, in the form of hedgerows, treelines or woodlands, from the proposed pedestrian and cycle route area to any SACs. There is no direct hydrological link in the form of surface water pathways from the proposed area of works to any SACs. The distance from the proposed works area to the SACs negates any potential groundwater connectivity between the works area and any SAC.

As any connecting pathways from the project's work areas to the aforementioned SACs have been ruled out, potential impacts from the proposed pedestrian and cycle route works on any SAC are not anticipated and therefore all SACs are not considered or discussed further.

[5] DoEHLG (2009*). Appropriate Assessment of Plans and Projects in Ireland. Guidance for Planning Authorities*. Department of Environment, Heritage and Local Government, Dublin, Ireland.

Table 4-1 - Special Areas of Conservation Within 15km of the Proposed Route

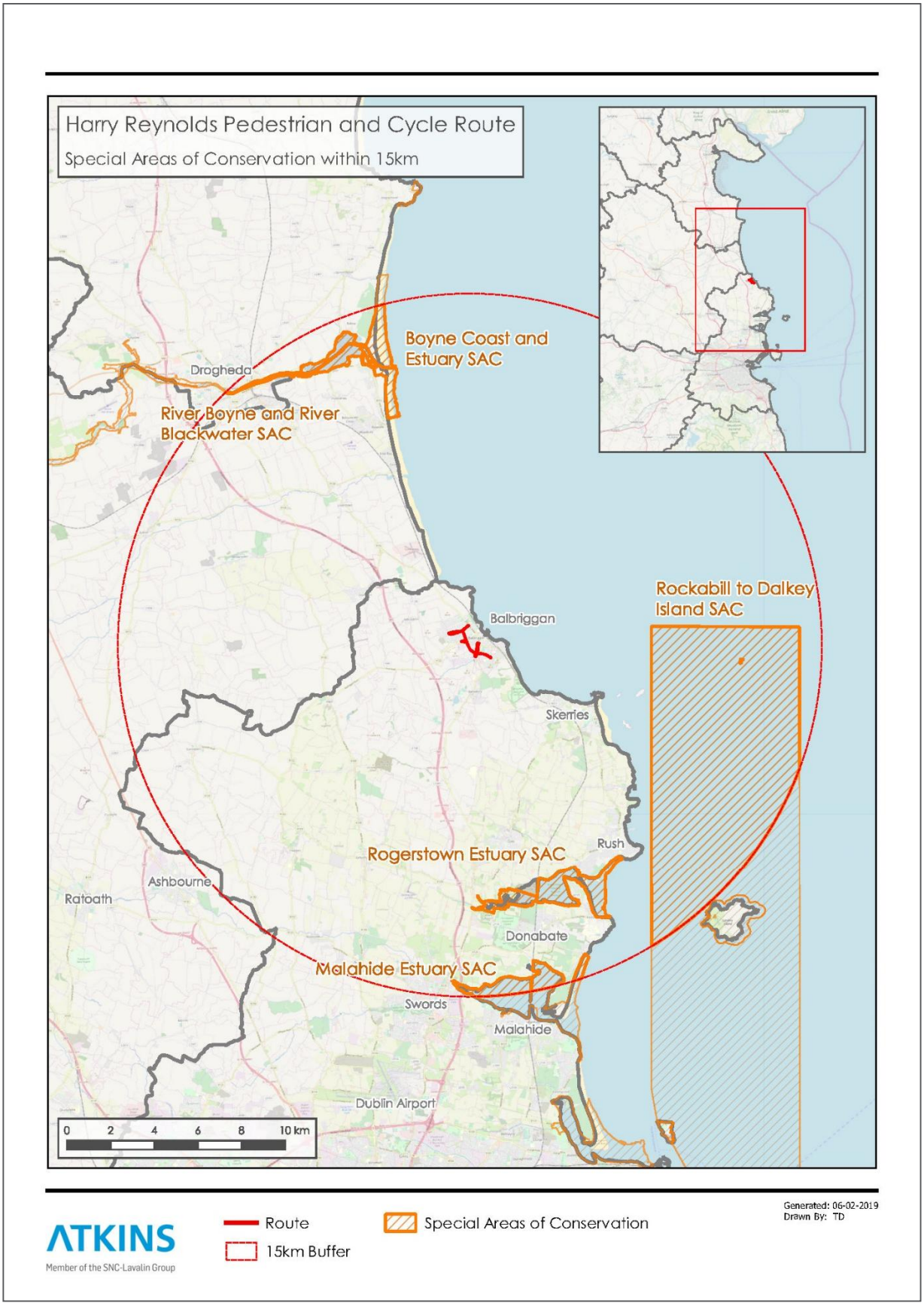
Natura 2000 Site	Distance from proposed scheme	Site Code	Qualifying Interests	Assessment
Rockabill to Dalkey Island SAC	7.65km East	003000	• *Phocoena phocoena* (Harbour Porpoise) [1351] • Reefs [1170]	Located offshore, this SAC is designated for both offshore reef habitat and Harbour Porpoise. It will not be impacted by the construction or operation of a pedestrian and cycle route. The Bracken River and Clonard Brook, to which surface waters from pedestrian and cycle route works areas discharge, flow directly to the Irish Sea. Potential impacts from the proposed scheme on the SAC are not anticipated due to nature and scale of the proposed project, the distance to the SAC (ca. 7km) and the dilution effects presented by the Irish Sea. This site is not considered further.
Boyne Coast and Estuary SAC	10km North	001957	• Estuaries [1130] • Mudflats and sandflats not covered by seawater at low tide [1140] • Annual vegetation of drift lines [1210] • *Salicornia* and other annuals colonising mud and sand [1310] • Atlantic salt meadows (*Glauco-Puccinellietalia maritimae*) [1330] • Embryonic shifting dunes [2110] • Shifting dunes along the shoreline with *Ammophila arenaria* (white dunes) [2120] • Fixed coastal dunes with herbaceous vegetation (grey dunes) [2130]	Boyne Estuary is located to the east of Drogheda town and the SAC is designated for a series of coastal, estuarine and dune habitats. There is no direct overlap between the proposed route and Boyne Coast and Estuary SAC, nor do any of these habitats occur within or close to the study area of the proposed route. The Bracken River and Clonard Brook, to which surface waters from pedestrian and cycle route works areas discharge, flow directly to the Irish Sea and not to the Boyne Estuary. There is therefore no hydrological link between the route's work areas and this SAC. The location and scale of the project, combined with the lack of connectivity to the SAC, is such that it will not contribute to direct, indirect or in-combination impacts on habitats for which the SAC has been designated and the construction and operation of the project does not have the

Natura 2000 Site	Distance from proposed scheme	Site Code	Qualifying Interests	Assessment
				potential to affect the conservation objectives of these habitats. This site is not considered further.
Rogerstown Estuary SAC	10.95km South	000208	• Estuaries [1130] • Mudflats and sandflats not covered by seawater at low tide [1140] • *Salicornia* and other annuals colonizing mud and sand [1310] • Atlantic salt meadows (*Glauco-Puccinellietalia maritimae*) [1330] • Mediterranean salt meadows (*Juncetalia maritimi*) [1410] • Shifting dunes along the shoreline with *Ammophila arenaria* (white dunes) [2120] • Fixed coastal dunes with herbaceous vegetation (grey dunes) [2130]	Rogerstown Estuary is located between Donabate and Rush, north Co. Dublin. The SAC is designated for a series of coastal, estuarine and dune habitats. There is no direct overlap between the area of the proposed works and Rogerstown Estuary SAC, nor do any of these habitats occur within or close to the area of the proposed pedestrian and cycle route. The Bracken River and Clonard Brook, to which surface waters from pedestrian and cycle route works areas discharge, flow directly to the Irish Sea and not to Rogerstown Estuary. There is therefore no hydrological link between the route's work areas and this SAC. The location and scale of the project, combined with the lack of connectivity to the SAC, is such that it will not contribute to direct, indirect or in-combination impacts on habitats for which the SAC has been designated and the construction and operation of the project does not have the potential to affect the conservation objectives of these habitats. This site is not considered further.
River Boyne and River Blackwater SAC	14km North – North/West	002299	• Alkaline fens [7230] • Alluvial forests with *Alnus glutinosa* and *Fraxinus excelsior* (Alno-Padion, Alnion incanae, Salicion albae) [91E0] • *Lampetra fluviatilis* (River Lamprey) [1099]	River Boyne and Rover Blackwater SAC is designated for it's riparian habitats and freshwater species. There is no direct overlap between the proposed route and the SAC, nor do any of the habitats or species occur within the proposed works areas.

Natura 2000 Site	Distance from proposed scheme	Site Code	Qualifying Interests	Assessment
			• *Salmo salar* (Salmon) [1106] • *Lutra lutra* (Otter) [1355]	The Bracken River and Clonard Brook, to which surface waters from pedestrian and cycle route works areas discharge, flow directly to the Irish Sea and not to the Boyne or Blackwater Rivers. There is therefore no hydrological link between the route's work areas and this SAC. The location and scale of the project, combined with the lack of connectivity to the SAC, is such that it will not contribute to direct, indirect or in-combination impacts on habitats for which the SAC has been designated and the construction and operation of the project does not have the potential to affect the conservation objectives of these habitats. This site is not considered further.
Malahide Estuary SAC	14km South	000205	• Mudflats and sandflats not covered by seawater at low tide [1140] • *Salicornia* and other annuals colonising mud and sand [1310] • Atlantic salt meadows (*Glauco-Puccinellietalia maritimae*) [1330] • Mediterranean salt meadows (*Juncetalia maritimi*) [1410] • Shifting dunes along the shoreline with *Ammophila arenaria* (white dunes) [2120] • Fixed coastal dunes with herbaceous vegetation (grey dunes) [2130]	Malahide Estuary SAC is designated for a series of coastal, estuarine and dune habitats. There is no direct overlap between the proposed route and Malahide Estuary SAC, nor do any of these habitats occur within or close to the route's works areas. There is no connectivity through hedgerows, treelines or woodlands from the proposed works area to the SAC. The Bracken River and Clonard Brook, to which surface waters from pedestrian and cycle route works areas discharge, flow directly to the Irish Sea and not to Malahide Estuary. There is therefore no hydrological link between the route's work areas and this SAC. The location and scale of the project, combined with the lack of connectivity to the SAC, is such that it will not contribute to direct, indirect or in-combination impacts on habitats for which the SAC has been designated and the construction and operation of the project does not have the

Natura 2000 Site	Distance from proposed scheme	Site Code	Qualifying Interests	Assessment
				potential to affect the conservation objectives of these habitats. This site is not considered further.

Figure 4-1 - Special Areas of Conservation Within 15km of the Proposed Route



4.3. Special Protection Areas

The proposed Harry Reynolds Road pedestrian and cycle route does not lie within any Special Protection Areas for birds.

There are 6 no. SPAs within 15km of the proposed scheme. The closest SPA to the proposed scheme is the River Nanny Estuary and Shore SPA (Site Code 004158) which is located ca. 4.5km north of the proposed works area. Skerries Islands SPA (Site Code 004122) is located off shore within the Irish Sea ca. 6.2km east of the proposed route. Similarly located within the Irish Sea is Rockabill SPA which is ca. 8km east of the proposed route. To the south Rogerstown Estuary SPA (Site Code 004015) is ca. 10.5km from the nearest area of the route and further south Broadmeadow/Swords Estuary SPA (Site Code 000205) is located ca. 14.2km from the proposed pedestrian and cycle route.

Table 4-2 below lists all designated Special Protection Areas located within 15km of proposed pedestrian and cycle route. The distance of these sites from the proposed project along with the qualifying interests for which these sites have been designated are detailed within the table. A screening statement is also presented within this table.

SPA sites within 15km of the proposed route are illustrated in Figure 4-2 below.

The closest designated site to the proposed pedestrian and cycle route is River Nanny Estuary and Shore SPA (Site Code 004158) which is located ca. 4.35km north of Balbriggan town along the coastline east of Julianstown. The two watercourses within the study area, to which the surface waters from pedestrian and cycle route works areas discharge, provides the only potential connectivity from the works area to the SPA. These watercourses, however, outfall into the Irish Sea in the area of Balbriggan and any potential hydrological link between these watercourses and the SPA to the north is negated due to the nature and scale of the proposed project, the distance from the outfall locations to the SPA (ca. 4.35km) and by the dilution effects presented by the Irish Sea.

There is no physical connectivity, in the form of hedgerows, treelines or woodlands, from the proposed pedestrian and cycle route area to any SPAs. There is no direct hydrological link in the form of surface water pathways from the proposed area of works to any SPAs. The distance from the proposed works area to the SPAs negates any potential groundwater connectivity between the works area and any SPA.

As any connecting pathways from the proposed works area to the aforementioned SPAs have been ruled out, potential impacts from the proposed project on any of the bird species or supporting habitats within the SPAs are not anticipated.

Certain bird species, for which the SPA sites are designated, have the potential to feed within the wider landscape away from the habitats associated with the SPAs. The bird species using surrounding fields and habitats for feeding and foraging will not be impacted by the construction or operation of the pedestrian and cycle route as the area of the route is entirely along carriageways and roadways within the urban setting of Balbriggan town and habitats capable of supporting bird species associated with the SPAs are not found within the route of the proposed pedestrian and cycle track.

As potential impacts on the SPA sites and bird species for which the SPAs are designated are not anticipated all Special Protection Areas for birds are not considered nor discussed further.

Table 4-2 - Special Protection Areas Within 15km of the Proposed Route

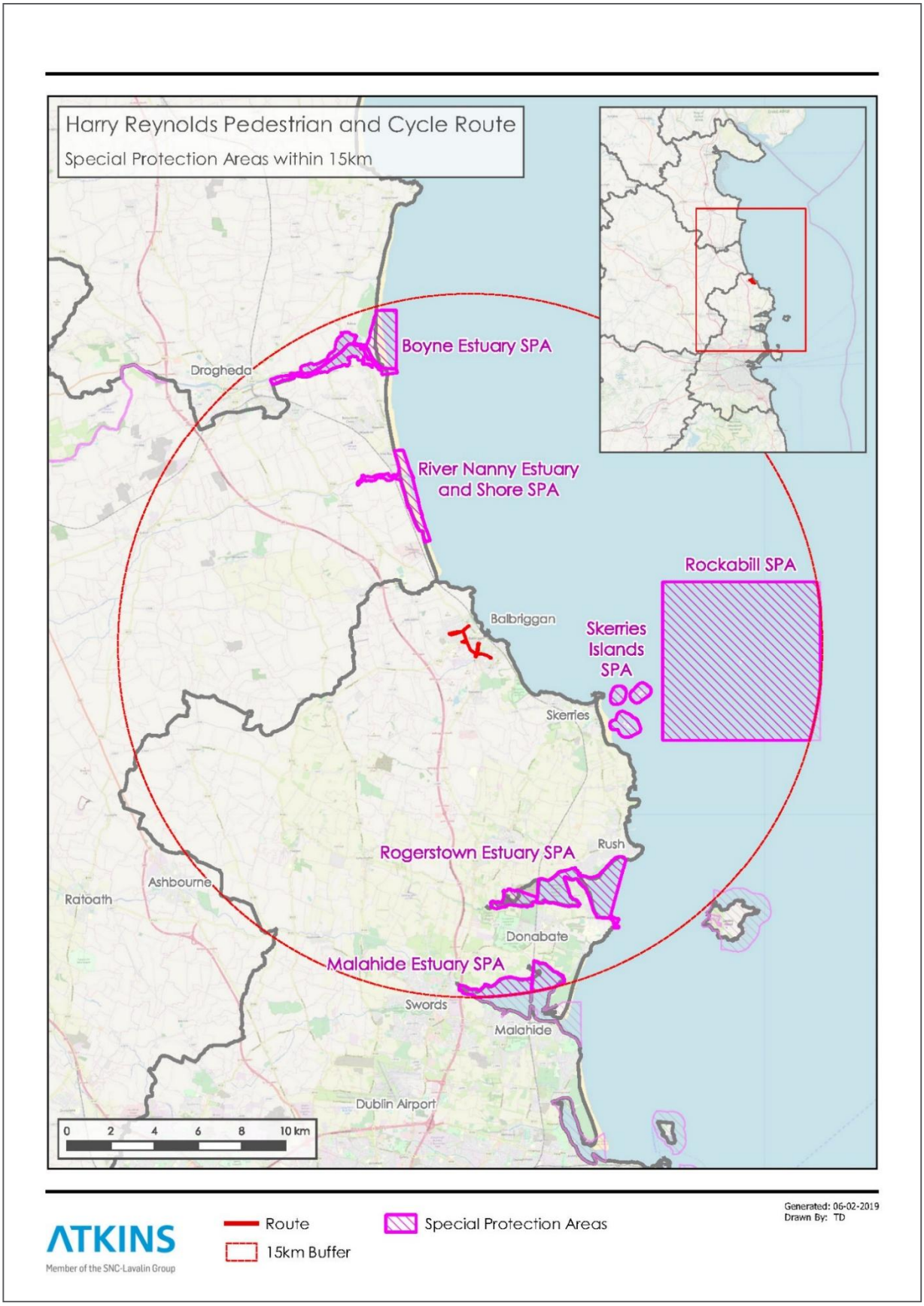
Natura 2000 Site	Distance from proposed development	Site Code	Qualifying Interests	Assessment
River Nanny Estuary and Shore SPA	4.35km North	004158	• Oystercatcher (*Haematopus ostralegus*) [A130] • Ringed Plover (*Charadrius hiaticula*) [A137] • Golden Plover (*Pluvialis apricaria*) [A140] • Knot (*Calidris canutus*) [A143] • Sanderling (*Calidris alba*) [A144] • Herring Gull (*Larus argentatus*) [A184] • Wetland and Waterbirds [A999]	River Nanny Estuary and Shore SPA is designated for a range of wintering waders and wildfowl that frequent coastal estuaries. There is no direct overlap between the proposed works area and the SPA. The area of the route is sufficiently remote that there is no risk of disturbance to waders and wildfowl using the SPA. While a number of these species do feed in fields in the wider landscape (i.e. away from the SPA), the route of the pedestrian pathway and cycleway does not support habitats that would be used by such field feeding species, or indeed coastal habitats that would be used by species for which this SPA is designated. The location and scale of the pedestrian and cycle route works is such that they will not contribute to direct, indirect or in-combination impacts on bird species for which the SPA has been designated and do not have the potential to affect the conservation objectives of these species. Similarly, the operational phase of the pedestrian and cycle route will not impact bird species nor affect the conservation objectives of the SPA. This site is not considered further.
Skerries Island SPA	6.2km South East	004122	• Cormorant (*Phalacrocorax carbo*) [A017] • Shag (*Phalacrocorax aristotelis*) [A018] • Light-bellied Brent Goose (*Branta bernicla hrota*) [A046] • Purple Sandpiper (*Calidris maritima*) [A148]	Skerries Island SPA is designated for a range of wildfowl that frequent the Irish coastline. There is no direct overlap between the proposed works and the SPA. The area of the route is sufficiently remote that there is no risk of disturbance to waders and wildfowl using the SPA.

Natura 2000 Site	Distance from proposed development	Site Code	Qualifying Interests	Assessment
			• Turnstone (*Arenaria interpres*) [A169] • Herring Gull (*Larus argentatus*) [A184]	While a number of these species do feed in fields in the wider landscape (i.e. away from the SPA), the route of the pedestrian pathway and cycleway is entirely within the urban area of Balbriggan town and as such the area of the route does not support habitats that would be used by such field feeding species, or indeed coastal habitats that would be used by species for which this SPA is designated. The location and scale of the pedestrian and cycle route works is such that they will not contribute to direct, indirect or in-combination impacts on bird species for which the SPA has been designated and do not have the potential to affect the conservation objectives of these species. Similarly, the operational phase of the pedestrian and cycle route will not impact bird species nor affect the conservation objectives of the SPA. This site is not considered further.
Rockabill SPA (7.8km E)	8km East	004014	• Purple Sandpiper (*Calidris maritima*) [A148] • Roseate Tern (*Sterna dougallii*) [A192] • Common Tern (*Sterna hirundo*) [A193] • Arctic Tern (*Sterna paradisaea*) [A194]	Rockabill SPA is designated for a range of wintering waders and wildfowl that frequent coastal estuaries. There is no direct overlap between the proposed works and the SPA. The area of the route is sufficiently remote that there is no risk of disturbance to waders and wildfowl using the SPA. This site is not considered further.
Rogerstown Estuary SPA	10.5km South	004015	• Greylag Goose (*Anser anser*) [A043] • Light-bellied Brent Goose (*Branta bernicla hrota*) [A046] • Shelduck (*Tadorna tadorna*) [A048] • Shoveler (*Anas clypeata*) [A056]	Rogerstown Estuary SPA is designated for a range of wintering waders and wildfowl that frequent coastal estuaries. There is no direct overlap between the proposed works and the SPA. The area of the route is sufficiently remote that there is no risk of disturbance to waders and wildfowl using the SPA.

Natura 2000 Site	Distance from proposed development	Site Code	Qualifying Interests	Assessment
			• Oystercatcher (*Haematopus ostralegus*) [A130] • Ringed Plover (*Charadrius hiaticula*) [A137] • Grey Plover (*Pluvialis squatarola*) [A141] • Knot (*Calidris canutus*) [A143] • Dunlin (*Calidris alpina*) [A149] • Black-tailed Godwit (*Limosa limosa*) [A156] • Redshank (*Tringa totanus*) [A162] • Wetland and Waterbirds [A999]	While a number of these species do feed in fields in the wider landscape (i.e. away from the SPA), the route of the pedestrian pathway and cycleway does not support habitats that would be used by such field feeding species, or indeed coastal habitats that would be used by species for which this SPA is designated. The location and scale of the pedestrian and cycle route works is such that they will not contribute to direct, indirect or in-combination impacts on bird species for which the SPA has been designated and do not have the potential to affect the conservation objectives of these species. Similarly, the operational phase of the pedestrian and cycle route will not impact bird species nor affect the conservation objectives of the SPA. This site is not considered further.
Boyne Estuary SPA	12.2km North	004080	• Shelduck (*Tadorna tadorna*) [A048] • Oystercatcher (*Haematopus ostralegus*) [A130] • Golden Plover (*Pluvialis apricaria*) [A140] • Grey Plover (*Pluvialis squatarola*) [A141] • Lapwing (*Vanellus vanellus*) [A142] • Knot (*Calidris canutus*) [A143] • Sanderling (*Calidris alba*) [A144] • Black-tailed Godwit (*Limosa limosa*) [A156] • Redshank (*Tringa totanus*) [A162] • Turnstone (*Arenaria interpres*) [A169] • Little Tern (*Sterna albifrons*) [A195]	Boyne Estuary SPA is designated for a range of wintering waders and wildfowl that frequent coastal estuaries. There is no direct overlap between the proposed works and the SPA. The area of the route is sufficiently remote that there is no risk of disturbance to waders and wildfowl using the SPA. While a number of these species do feed in fields in the wider landscape (i.e. away from the SPA), the route of the pedestrian pathway and cycleway does not support habitats that would be used by such field feeding species, or indeed coastal habitats that would be used by species for which this SPA is designated. The location and scale of the pedestrian and cycle route works is such that they will not contribute to direct, indirect or in-combination impacts on bird species for which the SPA has been designated and do not have the potential to affect the conservation objectives of these species. Similarly, the operational phase of the pedestrian and cycle

Natura 2000 Site	Distance from proposed development	Site Code	Qualifying Interests	Assessment
			• Wetland and Waterbirds [A999]	route will not impact bird species nor affect the conservation objectives of the SPA. This site is not considered further.
Broadmeadow/Swords Estuary SPA	14km South	004025	• Great Crested Grebe (*Podiceps cristatus*) [A005] • Light-bellied Brent Goose (*Branta bernicla hrota*) [A046] • Shelduck (*Tadorna tadorna*) [A048] • Pintail (*Anas acuta*) [A054] • Goldeneye (*Bucephala clangula*) [A067] • Red-breasted Merganser (*Mergus serrator*) [A069] • Oystercatcher (*Haematopus ostralegus*) [A130] • Golden Plover (*Pluvialis apricaria*) [A140] • Grey Plover (*Pluvialis squatarola*) [A141] • Knot (*Calidris canutus*) [A143] • Dunlin (*Calidris alpina*) [A149] • Black-tailed Godwit (*Limosa limosa*) [A156] • Bar-tailed Godwit (*Limosa lapponica*) [A157] • Redshank (*Tringa totanus*) [A162] • Wetland and Waterbirds [A999]	Broadmeadow/Swords Estuary SPA SPA is designated for a range of wintering waders and wildfowl that frequent coastal estuaries. There is no direct overlap between the proposed works and the SPA. The area of the route is sufficiently remote that there is no risk of disturbance to waders and wildfowl using the SPA. While a number of these species do feed in fields in the wider landscape (i.e. away from the SPA), the route of the pedestrian pathway and cycleway is entirely within the urban area of Balbriggan town and as such the area of the route does not support habitats that would be used by such field feeding species, or indeed coastal habitats that would be used by species for which this SPA is designated. The location and scale of the pedestrian and cycle route works is such that they will not contribute to direct, indirect or in-combination impacts on bird species for which the SPA has been designated and do not have the potential to affect the conservation objectives of these species. Similarly, the operational phase of the pedestrian and cycle route will not impact bird species nor affect the conservation objectives of the SPA. This site is not considered further.

Figure 4-2 - Special Protection Areas Within 15km of the Proposed Route



4.4. Likelihood of Potential Impacts on Natura 2000 Sites

The available information on Natura 2000 sites was reviewed to establish whether or not the works associated with the Harry Reynolds Road Pedestrian and Cycle Route are likely to have a significant effect on the conservation objectives of the designated sites. The likelihood of impacts on the qualifying interests of the Natura 2000 sites identified in this report is based on information collated from the desk study, site plans and other available existing information.

The likelihood of impacts occurring are established in light of the type and scale of the proposed works, the location of the proposed works with respect to Natura 2000 sites and the features of interest and conservation objectives of the Natura 2000 sites.

This screening report is prepared following the Cause – Pathway – Effect model. The potential impacts are summarised into the following categories for screening purposes.

- Direct impacts refer to habitat loss or fragmentation arising from land-take requirements for development or agricultural purposes. Direct impacts can be as a result of a change in land use or management, such as the removal of agricultural practices that prevent scrub encroachment.
- Indirect and secondary impacts do not have a straight-line route between cause and effect. It is potentially more challenging to ensure that all the possible indirect impacts of the project – in combination with other plans and projects - have been established. These can arise, for example, when a development alters the hydrology of a catchment area, which in turn affects the movement of groundwater to a site and the qualifying interests that rely on the maintenance of water levels. Deterioration in water quality can occur as an indirect consequence of development, which in turn changes the aquatic environment and reduces its capacity to support certain plants and animals. The introduction of invasive species can also be defined as an indirect impact. Disturbance to fauna can arise directly through the loss of habitat (e.g. displacement of roosting bats) or indirectly through noise, vibration and increased activity associated with construction and operation.

4.5. Identification of Potential Impacts on Natura 2000 Sites

As identified in Tables 4-1 & 4-2 above, there is no connectivity between the proposed pedestrian and cycle route and any of the identified Special Areas of Conservation or Special Protection Areas through physical means such as hedgerows and treelines.

The two watercourses within the study area, to which the surface waters from the pedestrian and cycle route works areas discharge, provides the only potential connectivity from the works area to the Natura 2000 sites. These watercourses, however, outfall into the Irish Sea in the area of Balbriggan and any potential hydrological link between the watercourses and the Natura 2000 sites is negated due to the nature and scale of the proposed project, the distance from the outfall locations to the Natura 2000 sites and by the dilution effects presented by the Irish Sea.

As such the activities during the construction works associated with the proposed Harry Reynolds Road Pedestrian and Cycle Route do not have the potential to impact any Natura 2000 sites. Similarly the operational phase of the pedestrian and cycle route does not have the potential to negatively impact the qualifying interests of any Natura 2000 sites.

4.6. Cumulative Impacts

Available Fingal County Council records were reviewed with respect to other plans or projects which have the potential to occur during the same period as the proposed pedestrian and cycle route. The majority of local developments are small scale projects consisting of housing developments, warehouse and industrial unit construction. However, the following developments were considered further in terms of the potential to act in combination with the proposed project.

- **Dublin & Dun Laoghaire Education, Installation of a single prefabricated temporary accommodation building at Ardgillian Community College, Castlelands, Balbriggan, Co. Dublin (F19A/0361). Granted 30/09/2019**

  The site is located at the southern-most section of the proposed development (i.e. the subject lands of this assessment). The nature of the recently permitted development (F19A/0361) is small scale and comprises the construction of a single prefabricated temporary accommodation building (two general classrooms, construction studies classroom with preparation room, and accessible WC) along with all associated site

works. Construction related activities will be focused primarily on the location of the proposed prefabricated temporary accommodation within the existing car park, ca. 200m away from the southern-most section of the proposed development. Existing access to the school and car park is via. Castlelands Park Avenue, and this will be the assumed access point for the construction phase. The proposed works (i.e. the subject activities of this assessment) do not extend along Castlelands Park Avenue. Therefore given the nature and scale of the committed development, should these works occur at the same time as the proposed development, cumulative impacts will not arise. Furthermore given the nature and scale of the committed development, no potential cumulative impacts during the operational phase will arise.

- **Board of Management (Gaelscoil Bhaile Brigín), two-storey extension and alteration to the existing school at Gaelscoil Bhaile Brigin, Castlelands, Balbriggan, Co. Dublin (F19A/0552). Granted 14/01/2020**

  The site is located at the southern-most section of the proposed development (i.e. the subject lands of this assessment). The nature of the recently permitted development (F19A/0552) is small scale and comprises the construction of a two-storey extension and alteration to the existing school at Gaelscoil Bhaile Brigin. Construction related activities will be focused to the rear of the existing school, within lands which are currently landscaped, ca. 200m away from the southern-most section of the proposed development. There are two potential access routes to the school, via. Harry Reynolds Road, or via. Castlelands Park Avenue. Existing public access to the school and car park is via. Castlelands Park Avenue, and this will be the assumed access point for the construction phase (on the basis that this is the closest access point and the safest given the location of ball courts and sports hall to the rear of the school). The proposed works (i.e. the subject activities of this assessment) do not extend along Castlelands Park Avenue. Therefore given the nature and scale of the committed development, should these works occur at the same time as the proposed development, cumulative impacts will not arise. Furthermore given the nature and scale of the committed development, no potential cumulative impacts during the operational phase will arise.

It is considered that the construction and operational phases of the proposed Harry Reynolds Road Pedestrian and Cycle Route will not result in negative impacts on any of the features of interest for which SACs and SPAs have been designated. In the absence of any potential impacts as a result of the proposed works there is no pathway for other projects to act in-combination with the proposed pedestrian and cycle route works to give rise to cumulative effects on any Natura 2000 sites.

4.7. Likelihood of Significant Effects on Natura 2000 Sites

Due to the scope and nature of the proposed pedestrian and cycle route project and given the nature of connectivity from the route area to any Natura 2000 site, it is considered that there will be no likely impact on the integrity of any Natura 2000 site from either the construction or operation of the Harry Reynolds Road Pedestrian and Cycle Route.

4.8. Consideration of Findings

This Screening for Appropriate Assessment report is based on the best available scientific information. It is concluded by the authors of this report that the proposed Harry Reynolds Road Pedestrian and Cycle Route project poses no likely significant effects on Natura 2000 sites.

The above findings of no significant impacts mean that there is no requirement to proceed to Stage 2 of the Appropriate Assessment process.

The screening for Appropriate Assessment for the pedestrian and cycle route works is based on current and available information. Should the scope, nature or extent of the proposed Harry Reynolds Road Pedestrian and Cycle Route works change, a new Screening for Appropriate Assessment report shall be required.

5. Appropriate Assessment Screening Matrix

1. Description of the project or plan	
Location	Balbriggan
Distance from designated site	4.35km from River Nanny Estuary and Shore SPA
Brief Description of the project or plan	Refer to Section 1
Is the plan directly connected with or necessary to the site management for nature conservation?	No

2. Brief Description of the Natura 2000 site(s)	
Name	River Nanny Estuary and Shore (Site Code 004158)
Site designation status	SPA
Qualifying interests	Refer to Table 4-2
Unit size	229.68 ha, 81.25% Marine area

3. Assessment Criteria	
Other plans or projects which may have a cumulative impact	No cumulative impacts anticipated
Describe the individual elements of the project (either alone or in combination with other plans or projects) likely to give rise to impacts on the Natura 2000 sites.	No potential impacts anticipated
Describe any likely direct, indirect or secondary impacts of the project (either alone or in combination with other plans or projects) on the Natura 2000 site by virtue of: Size and scale Land-take Distance from Natura 2000 site or key features of the site Resource requirements Emissions Excavation requirements Transportation requirements Duration of construction, operation etc. Others	The location and scale of the proposed project is such that direct or indirect impacts are not considered likely.
Describe any likely changes to the site arising as a result of: Reduction of habitat area	No changes to Natura 2000 sites anticipated.

Disturbance of key species Habitat or species fragmentation Reduction in species density Changes in key indicators of conservation value Climate change	
Describe any likely impacts on the Natura 2000 site as a whole in terms of: Interference with the key relationships that define the structure of the site Interference with key relationships that define the function of the site.	Impacts to Natura 2000 sites are not considered likely.
Provide indicators of significance as a result of the identification of effects set out above in terms of: Loss Fragmentation Disruption Disturbance Change to key elements of the site	No effects on Natura 2000 site anticipated
Describe from the above those elements of the project or plan, or combination of elements, where the above impacts are likely to be significant or where the scale of magnitude of impacts is not known.	No impacts are anticipated.

4. Data collected to carry out the assessment			
Who carried out the assessment	Sources of data	Level of assessment completed	Where can the full results of the assessments be accessed and viewed?
Atkins 150 Airside Business Park Swords Co. Dublin	Desktop data derived from the NPWS – Natura 2000 form, site synopsis, SAC reports etc. National Biodiversity Date Centre online data. EPA Envision Mapping system; Google maps; Bing Maps etc. Fingal County Council Planning Enquiry System	Screening	Atkins 150 Airside Business Park Swords Co. Dublin

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