



Dublin Air Quality Plan 2021

Screening Report for Appropriate Assessment

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1.1 INTRODUCTION

The Dublin Region Local Authorities are required under the Air Quality Standards Regulations 2011 to prepare an air quality plan by the end of 2021 (referred to hereafter as the Dublin Air Quality Plan or the ‘Plan’). DEC Ltd. have been appointed by the Dublin Region Local Authorities to prepare a Screening Report for Appropriate Assessment for the proposed plan.

The function of this report is to identify whether or not the plan has the potential to result in likely significant effects to European Sites and to provide information so that the Dublin Regional Local Authorities can determine whether a Natura Impact Statement and Appropriate Assessment is required for the Dublin Air Quality Plan.

The Dublin Air Quality Plan went on public consultation for a four week period from 18th October 2021. Appendix 1 of this AA Screening report presents the proposed changes to the plan arising from public consultation.

1.2 HABITATS DIRECTIVE ASSESSMENT

Article 6(3) of the Habitats Directive requires an assessment of the potential effects of a land use plan or project on one or more Natura 2000 (N2K) Sites. It is noted that a Habitats Directive Assessment (HDA) is commonly referred to as an “Appropriate Assessment” (Dodd *et al*, 2007). However, “Appropriate Assessment” forms only one stage of the HDA process (all stages making up the assessment process are outlined in detail below). The EU Habitats Directive provides the legislative framework for the protection of habitats and species throughout Europe through the establishment of a network of designated conservation areas known as the N2K network. The N2K network includes sites designated as Special Areas of Conservation (SACs), under the EU Habitats Directive and Special Protection Areas (SPAs) designated under the EU Birds Directive. Under the European Communities (Birds and Natural Habitats Regulations 2011, as amended) SACs and SPAs are referred to as European Sites. SACs are designated in areas that support habitats listed on Annex I and/or species listed on Annex II of the Habitats Directive. SPAs are designated in areas that support: 1% or more of the all-Ireland population of bird species listed on Annex I of the EU Birds Directive; 1% or more of the population of a migratory species; and more than 20,000 waterfowl.

Articles 6(1) & (2) of the Habitats Directive set out provisions for the conservation management of European Sites. Articles 6(3) and 6(4) of this Directive set out a series of procedural steps to test whether or not a plan or project is likely to affect a European Sites. Article 6(3) also establishes the requirement for an HDA:

“Any plan or project not directly connected with or necessary to the management of the (European) site but likely to have a significant effect thereon, either individually or in combination with other plans and projects, shall be subjected to appropriate assessment of its implications for the site in view of the site’s conservation objectives. In light of the conclusions of the assessment of the implication 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 affect the integrity of the site concerned and, if appropriate, after having obtained the opinion of the general public”.

Therefore, the objective of this Screening is to identify whether or not any land use measures that may be supported by the Plan will have the potential to negatively affect the Conservation Objectives of European Sites. Such a conclusion will be arrived at by assessing the implications of future land use activities that could be implemented or supported by the Plan on each European Site occurring within its zone of influence.

The HDA is underpinned by the precautionary principle. Therefore, if the risk of negative impacts to the conservation objectives of a European Site cannot be ruled out it is assumed that the potential for an adverse impact will exist. Where such uncertainties are identified during the assessment, measures will be proposed to avoid or mitigate the risk of adverse impacts occurring.

The Screening was undertaken with reference to the following guidance documents on Habitats Directive Assessments:

- Appropriate Assessment of Plans and Projects in Ireland – Guidance for Planning Authorities (2009). DEHLG.
- Managing Natura 2000 Sites – The provisions of Article 6 of the Habitats directive 92/43/EEC. European commission (2018).

- Assessment of Plans and Projects Significantly Affecting Natura 2000 sites – Methodological Guidance of the Provisions of Article 6(3) and (4) of the Habitats directive 92/43/EEC. European Commission (2001).

1.3 STAGES OF THE HABITATS DIRECTIVE ASSESSMENT

The European Commission (2001) Guidance has outlined a staged process for the completion of an HDA.

- Stage 1 – Screening: This stage defines the proposed plan, establishes whether the proposed plan is necessary for the conservation management of the European Site and assesses the likelihood of the plan to have a significant effect, alone or in combination with other plans or projects, upon a European Site.
- Stage 2 – Appropriate Assessment: If a plan or project is likely to have a significant effect an Appropriate Assessment must be undertaken. In this stage, the impact of the plan or project on the Conservation Objectives of the European Site is assessed. The outcome of this assessment will establish whether the plan will have an adverse effect on the integrity of the European Site.
- Stage 3 – Assessment of Alternative Solutions: If it is concluded that, subsequent to the implementation of mitigation measures, a plan has an adverse impact upon the integrity of a European Site it must be objectively concluded that no alternative solutions exist before the plan can proceed.
- Stage 4 – Where no alternative solutions exist and where adverse impacts remain but imperative reasons of overriding public interest (IROPI) exist for the implementation of a plan or project an assessment of compensatory measures that will effectively offset the damage to the Natura site 2000 will be necessary.

2.0 SCREENING METHODOLOGY

The function of the Screening Assessment is to identify whether the Plan will have a likely significant effect on European Sites. In this context “likely” means a risk or possibility of effects occurring that **cannot** be ruled out based on objective information and “significant” means an effect that would undermine the conservation objectives of the European sites, either alone or in-combination with other plans and projects (Office of the Planning Regulator (OPR), 2021).

The nature of the likely interactions between the Plan and the Conservation Objectives of European Sites will depend upon the:

- the ecological characteristics of the species or habitat, including their structure, function, conservation status and sensitivity to change; *and/or*
- the character, magnitude, duration, consequences and probability of the impacts arising from land-use activities associated with the plan, in combination with other plans and projects.

The European Commission Guidelines (2001) outline the stages involved in undertaking a Screening assessment of a plan or project that has the potential to have likely significant effects on European Sites. The methodology adopted for the Screening of the Plan is informed by these guidelines and was undertaken in the following stages:

- A brief description of the Plan is provided and determine whether it is necessary for the conservation management of European Sites;
- Identification of European Sites occurring within the zone of influence of the Plan;
- Identification of potential likely significant effects to European Sites; and
- Identification of other plans or projects that, in combination with the Plan, have the potential to affect European Sites.

3.0 DESCRIPTION OF THE DUBLIN AIR QUALITY PLAN 2021

3.1 INTRODUCTION

The Dublin Air Quality Plan aims to address the exceedance of ambient nitrogen dioxide limit values in the Dublin agglomeration during 2019 as reported to the EU Commission. An overview of the new Dublin Air Quality Plan 2021 is provided below and a detailed presentation on key elements of the plan is provided in Annex A to this report.

3.2 OVERVIEW OF DUBLIN AIR QUALITY PLAN 2021

This Screening Report focuses on the local measures and policies that have been proposed in Chapter 5- ‘Policies and Measures for Improvement in Air Quality’ of the draft Dublin Air Quality Plan. The overall aim of the Dublin Air Quality Plan is as follows:

“To enhance the health of citizens by meeting current legal air quality standards and working towards further improvements in line with health gain and evolving legal standards in the coming decade.”

Section 5.7 of the draft Plan provides 14 local/regional and national measures which are as follows:

- Measure 1: Integrate “15 Minute Neighbourhoods” concept in City and County Development Plans
- Measure 2: Public Parking Controls
- Measure 3: Residential Parking Standards
- Measure 4: Workplace Parking Standards
- Measure 5: Introduction of Clean Air Zones/ Low Emission Zones
- Measure 6: Electrical Vehicle (EV) Charging Strategy
- Measure 7: Publication of National Clean Air Strategy
- Measure 8: Air Quality Enabling legislation

- Measure 9: Flexible Working- Making Remote Work – National Remote Work Strategy 2021
- Measure 10: Enhanced Air Quality Monitoring and Modelling- National Ambient Air Quality Monitoring Programme (AAMP)
- Measure 11: Air Quality - Citizen Engagement
- Measure 12: Air Quality and Health Research
- Measure 13: Behavioural Change Campaigns to cleaner fleets
- Measure 14: Continued Delivery of the Active travel programme

These are detailed in Annex A of this report and are accompanied by a commentary in relation to potential environmental effects.

4.0 IDENTIFICATION OF EUROPEAN SITES WITHIN THE ZONE OF INFLUENCE OF THE PLAN

Current guidance (OPR, 2021) informing the approach to screening for Appropriate Assessment defines the zone of influence of a proposed development/plan as the geographical area over which it could affect the receiving environment in a way that could have significant effects on the Qualifying Interests of a European site. It is recommended that this is established on a case-by-case basis using the Source-Pathway-Receptor (SPR) framework.

As a first step in identifying the European Sites that could be connected to the project via SPR pathways, all European Sites occurring in the wider surrounding area that could be conceivably connected to the Plan area (administrative areas of the four Local Authorities) were identified. Figures 4.1 and Figure 4.2 presented at the end of this chapter show the European Sites located within and in close proximity of the four local authorities and the details of these sites are provided in Section 4.2. As the zone of influence comprises of the combined zone of influence of all the four local authorities the potential for a connection between the local authorities and these European Sites requires further examination. All other European Sites are located at a remote distance from the local authorities and are not connected to it via any SPR pathways and as such are excluded from further examination.

Under the SPR model the Plan, as described above, represents the source. Potential impact pathways are restricted to air pathways as the plan proposes strategic measures to influence the air quality of the four local authorities. However, it is noted that the proposed plan is mostly strategic in nature and does not involve any significant land use activities that will have the potential to result in likely significant effects on European Sites. Other pathways that can typically function as impact pathways to sensitive ecological receptors such as hydrological pathways, noise or disturbance through the presence of humans is also not considered relevant given the nature of the proposed plan and the absence of physical land-use interventions in the plan measures.

The receptors represent European Sites and their associated qualifying features of interest. European Sites and their associated qualifying features are likely to occur in the zone of influence of the project only where the above pathways establish a link between the study area and European Sites or where the project site is likely to play an important role in supporting populations of mobile species that are listed as special conservation interests/qualifying species for surrounding European Sites.

As the Plan measures encompass mainly local and national strategies and policies, some of which are still in development, and which in themselves do not contain significant development proposals, specific potential hydrological pathway and wastewater pathways are not envisaged. Where significant developments are subsequently proposed to deliver against these strategies and policies, the specific potential hydrological pathway and wastewater pathway that will arise during any construction or operation will be identified in separate AA screenings prior to the commencement of such developments.

4.1 CONSERVATION OBJECTIVES OF EUROPEAN SITES

Generic conservation objectives for all European Sites have been established by the National Parks and Wildlife Service (NPWS). The generic conservation objective for the habitats occurring within the zone of influence of the project is to maintain the favourable conservation status of these habitats. The favourable conservation status of these habitats is achieved when

- its natural range, and area it covers within that range, are stable or increasing, and

- the specific structure and functions which are necessary for its long-term maintenance exist and are likely to continue to exist for the foreseeable future, and
- the conservation status of its typical species is favourable.

The generic conservation objective for the qualifying species occurring within the zone of influence of the project is to maintain or restore the favourable conservation status of these species. This is achieved when:

- population dynamics data on the species concerned indicate that it is maintaining itself on a long-term basis as a viable component of its natural habitats, and
- the natural range of the species is neither being reduced nor is likely to be reduced for the foreseeable future, and
- there is, and will probably continue to be, a sufficiently large habitat to maintain its populations on a long-term basis.

Site-specific conservation objectives of European Sites have been identified for many of the European Sites occurring within the plan area and the details of these site-specific conservation objectives are provided by the NPWS at <https://www.npws.ie/protected-sites/conservation-management-planning/conservation-objectives>.

4.2 EUROPEAN SITES WITHIN AND IN THE SURROUNDING OF THE PLAN AREA

A total number of eighteen European Sites, comprising ten SACs and eight SPAs occur within the Plan Area (see Figure 4.1 and Figure 4.2). In addition to these European Sites, a total of 12 SACs and 9 SPAs occurs within the wider area (15km) surrounding the Plan Area. There is no official requirement for a buffer zone of 15km, however, it is in line with good practice and is shown in figures 4.1 and 4.2 for spatial context.

Table 4.1 lists the qualifying features of interest of the SAC and the special conservation interests of the SPAs occurring within and surrounding the Plan area. In addition, the broad habitat types and species for which each site is designated are also outlined

Figure 4.1: SACs within and surrounding the four Local Authorities

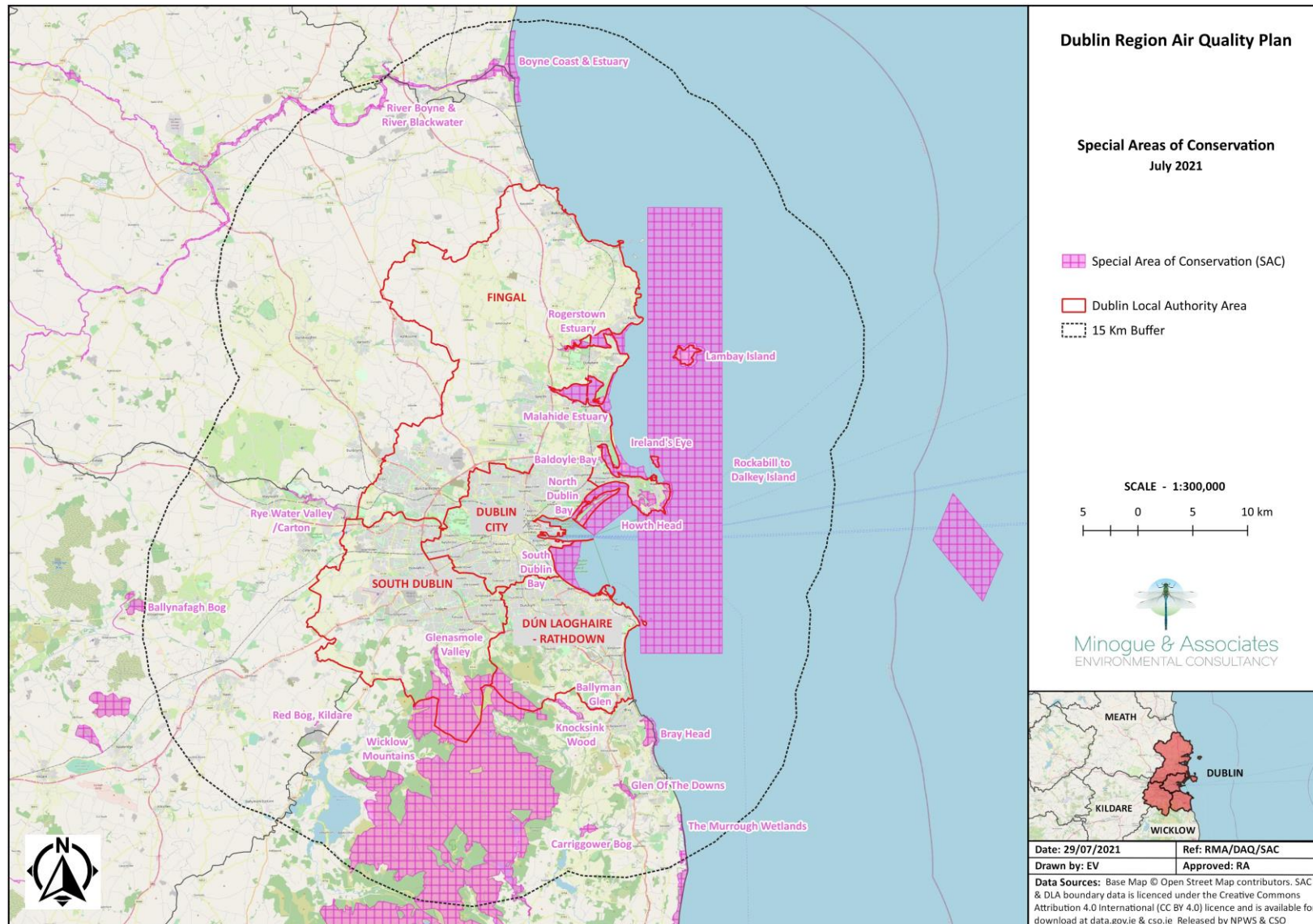


Figure 4.2: SPAs within and surrounding the four Local Authorities

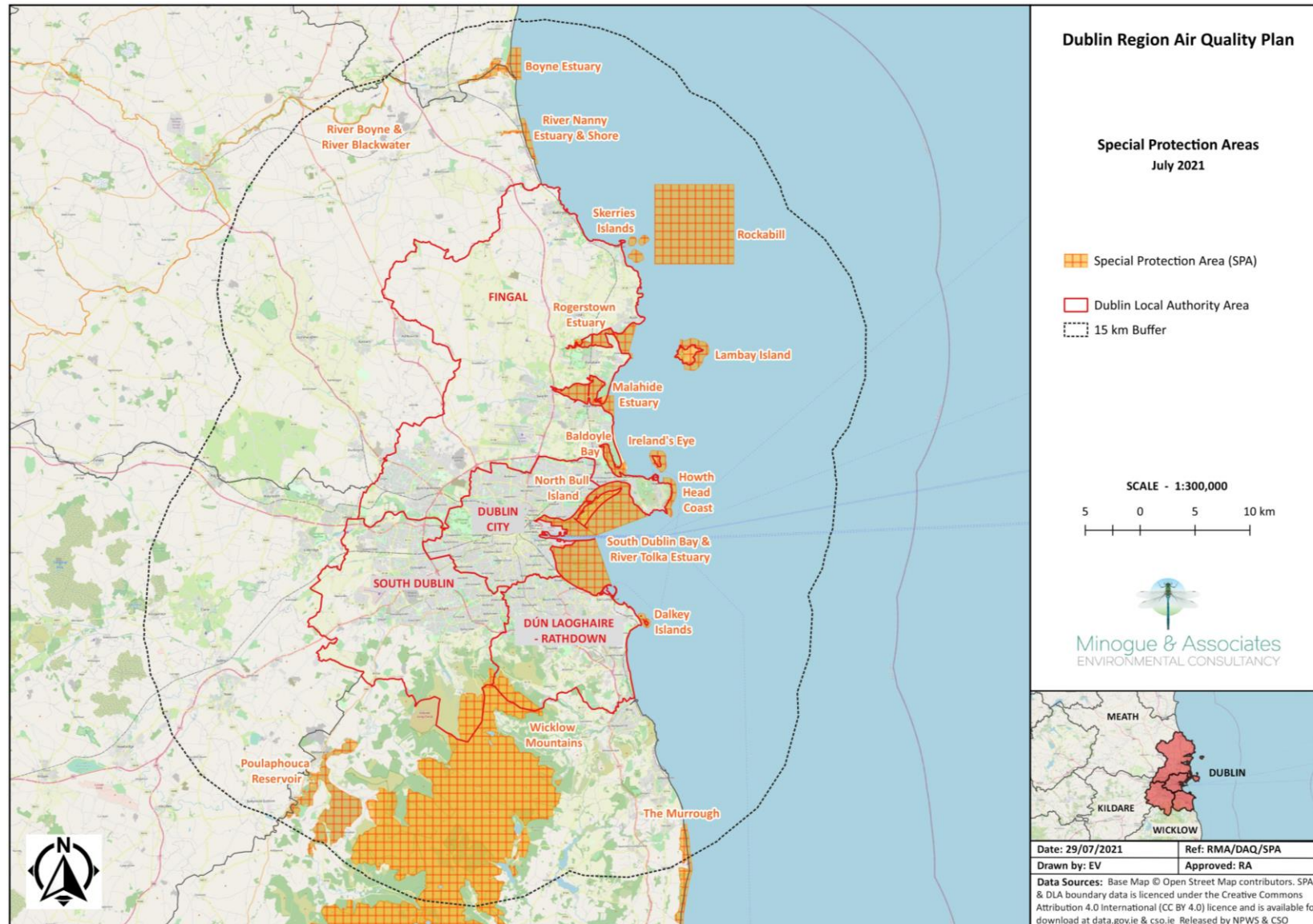


Table 4.1: European Sites within the Plan Area

European Sites	Distance from Plan Area	Qualifying Features of Interest/Special Conservation Interests	Broad QI/SCI Category
Rogerstown Estuary SAC	Within Plan area	Estuaries [1130] Mudflats and sandflats not covered by seawater at low tide [1140] Salicornia and other annuals colonising mud and sand [1310] Atlantic salt meadows (<i>Glauco-Puccinellietalia maritima</i>) [1330] Mediterranean salt meadows (<i>Juncetalia maritimi</i>) [1410] Shifting dunes along the shoreline with <i>Ammophila arenaria</i> (white dunes) [2120] Fixed coastal dunes with herbaceous vegetation (grey dunes) [2130]	Coastal Habitats
Malahide Estuary SAC	Within Plan area	Mudflats and sandflats not covered by seawater at low tide [1140] Salicornia and other annuals colonising mud and	Coastal Habitats

European Sites	Distance from Plan Area	Qualifying Features of Interest/Special Conservation Interests	Broad QI/SCI Category
		sand [1310] Atlantic salt meadows (<i>Glauco-Puccinellietalia maritima</i>) [1330] Mediterranean salt meadows (<i>Juncetalia maritimi</i>) [1410] Shifting dunes along the shoreline with <i>Ammophila arenaria</i> (white dunes) [2120] Fixed coastal dunes with herbaceous vegetation (grey dunes) [2130]	
Baldoyle Bay SAC	Within Plan area	Mudflats and sandflats not covered by seawater at low tide [1140] Salicornia and other annuals colonising mud and sand [1310] Atlantic salt meadows (<i>Glauco-Puccinellietalia maritima</i>) [1330] Mediterranean salt meadows (<i>Juncetalia maritimi</i>) [1410]	Coastal habitats

European Sites	Distance from Plan Area	Qualifying Features of Interest/Special Conservation Interests	Broad QI/SCI Category
Howth Head SAC	Within Plan area	Vegetated sea cliffs of the Atlantic and Baltic coasts [1230] European dry heaths [4030]	Terrestrial exposed rock and peatland habitats
North Dublin Bay SAC	Within Plan area	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 (<i>Glauco-Puccinellietalia maritima</i>) [1330] Mediterranean salt meadows (<i>Juncetalia maritimi</i>) [1410] Embryonic shifting dunes [2110] Shifting dunes along the shoreline with <i>Ammophila arenaria</i> (white dunes) [2120] Fixed coastal dunes with herbaceous vegetation (grey dunes) [2130]	Coastal habitats Plant species (Petalwort liverwort)

European Sites	Distance from Plan Area	Qualifying Features of Interest/Special Conservation Interests	Broad QI/SCI Category
		Humid dune slacks [2190] <i>Petalophyllum ralfsii</i> (Petalwort) [1395]	
South Dublin Bay SAC	Within Plan area	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] Embryonic shifting dunes [2110]	Coastal habitats
Glenasmole Valley SAC	Within Plan area	Semi-natural dry grasslands and scrubland facies on calcareous substrates (<i>Festuco-Brometalia</i>) (* important orchid sites) [6210] Molinia meadows on calcareous, peaty or clayey-silt-laden soils (<i>Molinion caeruleae</i>) [6410] Petrifying springs with tufa formation (Cratoneurion) [7220]	Terrestrial grassland and peatland habitat Groundwater dependent habitat

European Sites	Distance from Plan Area	Qualifying Features of Interest/Special Conservation Interests	Broad QI/SCI Category
Ballyman Glen SAC	Within Plan area	Petrifying springs with tufa formation (Cratoneurion) [7220] Alkaline fens [7230]	Groundwater dependent habitats
Wicklow Mountain SAC	Within Plan area	Oligotrophic waters containing very few minerals of sandy plains (<i>Littorelletalia uniflorae</i>) [3110] Natural dystrophic lakes and ponds [3160] Northern Atlantic wet heaths with <i>Erica tetralix</i> [4010] European dry heaths [4030] Alpine and Boreal heaths [4060] Calaminarian grasslands of the <i>Violetalia calaminariae</i> [6130] Species-rich <i>Nardus</i> grasslands, on siliceous substrates in mountain areas (and submountain areas, in Continental Europe) [6230] Blanket bogs (* if active bog) [7130]	Surface water dependent habitats Terrestrial grassland, peatland, woodland and exposed rock habitat Mammals (otters)

European Sites	Distance from Plan Area	Qualifying Features of Interest/Special Conservation Interests	Broad QI/SCI Category
		<p>Siliceous scree of the montane to snow levels (<i>Androsacetalia alpinae</i> and <i>Galeopsietalia ladani</i>) [8110]</p> <p>Calcareous rocky slopes with chasmophytic vegetation [8210]</p> <p>Siliceous rocky slopes with chasmophytic vegetation [8220]</p> <p>Old sessile oak woods with <i>Ilex</i> and <i>Blechnum</i> in the British Isles [91A0]</p> <p><i>Lutra lutra</i> (Otter) [1355]</p>	
Knocksink Woods SAC	Within Plan area	<p>Petrifying springs with tufa formation (Cratoneurion) [7220]</p> <p>Alluvial forests with <i>Alnus glutinosa</i> and <i>Fraxinus excelsior</i> (Alno-Padion, Alnion incanae, Salicion albae) [91E0]</p>	Groundwater dependent habitats
Rogerstown Estuary SPA	Within Plan area	<p>Greylag Goose (<i>Anser anser</i>) [A043]</p> <p>Light-bellied Brent Goose (<i>Branta bernicla hrota</i>) [A046]</p>	<p>Wintering coastal waterbirds</p> <p>Coastal habitats</p>

European Sites	Distance from Plan Area	Qualifying Features of Interest/Special Conservation Interests	Broad QI/SCI Category
		Shelduck (<i>Tadorna tadorna</i>) [A048] Shoveler (<i>Anas clypeata</i>) [A056] Oystercatcher (<i>Haematopus ostralegus</i>) [A130] Ringed Plover (<i>Charadrius hiaticula</i>) [A137] Grey Plover (<i>Pluvialis squatarola</i>) [A141] Knot (<i>Calidris canutus</i>) [A143] Dunlin (<i>Calidris alpina</i>) [A149] Black-tailed Godwit (<i>Limosa limosa</i>) [A156] Redshank (<i>Tringa totanus</i>) [A162] Wetland and Waterbirds [A999]	
Malahide Estuary SPA	Within Plan area	Great Crested Grebe (<i>Podiceps cristatus</i>) [A005] Light-bellied Brent Goose (<i>Branta bernicla hrota</i>) [A046] Shelduck (<i>Tadorna tadorna</i>) [A048]	Wintering coastal waterbirds Coastal habitats

European Sites	Distance from Plan Area	Qualifying Features of Interest/Special Conservation Interests	Broad QI/SCI Category
		Pintail (<i>Anas acuta</i>) [A054] Goldeneye (<i>Bucephala clangula</i>) [A067] Red-breasted Merganser (<i>Mergus serrator</i>) [A069] Oystercatcher (<i>Haematopus ostralegus</i>) [A130] Golden Plover (<i>Pluvialis apricaria</i>) [A140] Grey Plover (<i>Pluvialis squatarola</i>) [A141] Knot (<i>Calidris canutus</i>) [A143] Dunlin (<i>Calidris alpina</i>) [A149] Black-tailed Godwit (<i>Limosa limosa</i>) [A156] Bar-tailed Godwit (<i>Limosa lapponica</i>) [A157] Redshank (<i>Tringa totanus</i>) [A162] Wetland and Waterbirds [A999]	
Baldoyle Bay SPA	Within Plan area	Light-bellied Brent Goose (<i>Branta bernicla hrota</i>) [A046]	Wintering coastal waterbirds Coastal habitats

European Sites	Distance from Plan Area	Qualifying Features of Interest/Special Conservation Interests	Broad QI/SCI Category
		Shelduck (<i>Tadorna tadorna</i>) [A048] Ringed Plover (<i>Charadrius hiaticula</i>) [A137] Golden Plover (<i>Pluvialis apricaria</i>) [A140] Grey Plover (<i>Pluvialis squatarola</i>) [A141] Bar-tailed Godwit (<i>Limosa lapponica</i>) [A157] Wetland and Waterbirds [A999]	
Howth Head Coast SPA	Within Plan area	Kittiwake (<i>Rissa tridactyla</i>) [A188]	
North Bull Island SPA	Within Plan area	Light-bellied Brent Goose (<i>Branta bernicla hrota</i>) [A046] Shelduck (<i>Tadorna tadorna</i>) [A048] Teal (<i>Anas crecca</i>) [A052] Pintail (<i>Anas acuta</i>) [A054] Shoveler (<i>Anas clypeata</i>) [A056]	Wintering coastal waterbirds Coastal habitats

European Sites	Distance from Plan Area	Qualifying Features of Interest/Special Conservation Interests	Broad QI/SCI Category
		Oystercatcher (<i>Haematopus ostralegus</i>) [A130] Golden Plover (<i>Pluvialis apricaria</i>) [A140] Grey Plover (<i>Pluvialis squatarola</i>) [A141] Knot (<i>Calidris canutus</i>) [A143] Sanderling (<i>Calidris alba</i>) [A144] Dunlin (<i>Calidris alpina</i>) [A149] Black-tailed Godwit (<i>Limosa limosa</i>) [A156] Bar-tailed Godwit (<i>Limosa lapponica</i>) [A157] Curlew (<i>Numenius arquata</i>) [A160] Redshank (<i>Tringa totanus</i>) [A162] Turnstone (<i>Arenaria interpres</i>) [A169] Black-headed Gull (<i>Chroicocephalus ridibundus</i>) [A179] Wetland and Waterbirds [A999]	

European Sites	Distance from Plan Area	Qualifying Features of Interest/Special Conservation Interests	Broad QI/SCI Category
Dalkey Island SPA	Within Plan area	Roseate Tern (<i>Sterna dougallii</i>) [A192] Common Tern (<i>Sterna hirundo</i>) [A193] Arctic Tern (<i>Sterna paradisaea</i>) [A194]	Breeding waterbirds
South Dublin Bay & Tolka Estuary SPA	Within Plan area	Light-bellied Brent Goose (<i>Branta bernicla hrota</i>) [A046] Oystercatcher (<i>Haematopus ostralegus</i>) [A130] Ringed Plover (<i>Charadrius hiaticula</i>) [A137] Grey Plover (<i>Pluvialis squatarola</i>) [A141] Knot (<i>Calidris canutus</i>) [A143] Sanderling (<i>Calidris alba</i>) [A144] Dunlin (<i>Calidris alpina</i>) [A149] Bar-tailed Godwit (<i>Limosa lapponica</i>) [A157] Redshank (<i>Tringa totanus</i>) [A162]	Wintering coastal waterbirds Breeding Terns Coastal habitats

European Sites	Distance from Plan Area	Qualifying Features of Interest/Special Conservation Interests	Broad QI/SCI Category
		Black-headed Gull (<i>Chroicocephalus ridibundus</i>) [A179] Roseate Tern (<i>Sterna dougallii</i>) [A192] Common Tern (<i>Sterna hirundo</i>) [A193] Arctic Tern (<i>Sterna paradisaea</i>) [A194] Wetland and Waterbirds [A999]	
Wicklow Mountain SPA	Within Plan area	Merlin (<i>Falco columbarius</i>) Peregrine (<i>Falco peregrinus</i>)	Breeding raptor bird species
European Sites within 15km of the Plan area	Approximate distance from Plan Area	Qualifying Features of Interest/Special Conservation Interests	Broad QI/SCI Category
Boyne Coast & Estuary SAC	7.7 km to the north	Estuaries [1130] Mudflats and sandflats not covered by seawater at low tide [1140] Annual vegetation of drift lines [1210]	Coastal Habitats

European Sites	Distance from Plan Area	Qualifying Features of Interest/Special Conservation Interests	Broad QI/SCI Category
		<p>Salicornia and other annuals colonising mud and sand [1310]</p> <p>Atlantic salt meadows (<i>Glauco-Puccinellietalia maritima</i>) [1330]</p> <p>Embryonic shifting dunes [2110]</p> <p>Shifting dunes along the shoreline with <i>Ammophila arenaria</i> (white dunes) [2120]</p> <p>Fixed coastal dunes with herbaceous vegetation (grey dunes) [2130]</p>	
River Boyne & River Blackwater SAC	10.4 km to the north	<p>Alkaline fens [7230]</p> <p>Alluvial forests with <i>Alnus glutinosa</i> and <i>Fraxinus excelsior</i> (<i>Alno-Padion</i>, <i>Alnion incanae</i>, <i>Salicion albae</i>) [91E0]</p> <p><i>Lampetra fluviatilis</i> (River Lamprey) [1099]</p> <p><i>Salmo salar</i> (Salmon) [1106]</p> <p><i>Lutra lutra</i> (Otter) [1355]</p>	<p>Groundwater dependent habitats</p> <p>Mammals (otters)</p>

European Sites	Distance from Plan Area	Qualifying Features of Interest/Special Conservation Interests	Broad QI/SCI Category
Lambay Island SAC	4.3 km to the east	Reefs [1170] Vegetated sea cliffs of the Atlantic and Baltic coasts [1230] <i>Halichoerus grypus</i> (Grey Seal) [1364] <i>Phoca vitulina</i> (Harbour Seal) [1365]	Marine Habitat Terrestrial exposed rock and peatland habitats Marine mammal
Rockabill to Dalkey Island SAC	0.35 km to the east	Reefs [1170] <i>Phocoena phocoena</i> (Harbour Porpoise) [1351]	Marine Habitat Marine mammal
Ireland's Eye SAC	1.07 km to the north east	Perennial vegetation of stony banks [1220] Vegetated sea cliffs of the Atlantic and Baltic coasts [1230]	Terrestrial peatland habitats
Bray Head SAC	1.9km to the south	Vegetated sea cliffs of the Atlantic and Baltic coasts [1230] European dry heaths [4030]	Terrestrial exposed rock and peatland habitats

European Sites	Distance from Plan Area	Qualifying Features of Interest/Special Conservation Interests	Broad QI/SCI Category
Glen Of The Downs SAC	6.3km to the south	Old sessile oak woods with Ilex and Blechnum in the British Isles [91A0]	Terrestrial woodland habitats
The Murrrough Wetlands SAC	11.1 km to the south	Annual vegetation of drift lines [1210] Perennial vegetation of stony banks [1220] Atlantic salt meadows (<i>Glauco-Puccinellietalia maritima</i>) [1330] Mediterranean salt meadows (<i>Juncetalia maritimi</i>) [1410] Calcareous fens with <i>Cladium mariscus</i> and species of the <i>Caricion davallianae</i> [7210] Alkaline fens [7230]	Groundwater dependent habitats Groundwater/surface water dependent species
Carriggower Bog SAC	10.5 km to the south	Transition mires and quaking bogs [7140]	Terrestrial peatland habitats
Red Bog, Kildare SAC	5.8km to the south	Transition mires and quaking bogs [7140]	Terrestrial peatland habitats

European Sites	Distance from Plan Area	Qualifying Features of Interest/Special Conservation Interests	Broad QI/SCI Category
Ballynafagh Bog SAC	15km to the west	Transition mires and quaking bogs [7140]	Terrestrial peatland habitats
Rye Water Valley/ Carton SAC	1.04km to the west	Petrifying springs with tufa formation (Cratoneurion) [7220] <i>Vertigo angustior</i> (Narrow-mouthed Whorl Snail) [1014] <i>Vertigo moulinsiana</i> (Desmoulin's Whorl Snail) [1016]	Groundwater dependent habitat Molluscs
Boyne Estuary SPA	10km to the north	Shelduck (<i>Tadorna tadorna</i>) [A048] Oystercatcher (<i>Haematopus ostralegus</i>) [A130] Golden Plover (<i>Pluvialis apricaria</i>) [A140] Grey Plover (<i>Pluvialis squatarola</i>) [A141] Lapwing (<i>Vanellus vanellus</i>) [A142] Knot (<i>Calidris canutus</i>) [A143] Sanderling (<i>Calidris alba</i>) [A144]	Wintering coastal waterbirds Breeding Terns Coastal habitats

European Sites	Distance from Plan Area	Qualifying Features of Interest/Special Conservation Interests	Broad QI/SCI Category
		Black-tailed Godwit (<i>Limosa limosa</i>) [A156] Redshank (<i>Tringa totanus</i>) [A162] Turnstone (<i>Arenaria interpres</i>) [A169] Little Tern (<i>Sterna albifrons</i>) [A195] Wetland and Waterbirds [A999]	
River Nanny Estuary & Shore SPA	2 km to the north	Oystercatcher (<i>Haematopus ostralegus</i>) [A130] Ringed Plover (<i>Charadrius hiaticula</i>) [A137] Golden Plover (<i>Pluvialis apricaria</i>) [A140] Knot (<i>Calidris canutus</i>) [A143] Sanderling (<i>Calidris alba</i>) [A144] Herring Gull (<i>Larus argentatus</i>) [A184] Wetland and Waterbirds [A999]	Wintering Coastal Waterbirds
River Boyne & River Blackwater SPA	13.6km to the north	Kingfisher (<i>Alcedo atthis</i>) [A229]	Waterbirds

European Sites	Distance from Plan Area	Qualifying Features of Interest/Special Conservation Interests	Broad QI/SCI Category
Lambay Island SPA	4.39km to the east	Fulmar (<i>Fulmarus glacialis</i>) [A009] Cormorant (<i>Phalacrocorax carbo</i>) [A017] Shag (<i>Phalacrocorax aristotelis</i>) [A018] Greylag Goose (<i>Anser anser</i>) [A043] Lesser Black-backed Gull (<i>Larus fuscus</i>) [A183] Herring Gull (<i>Larus argentatus</i>) [A184] Kittiwake (<i>Rissa tridactyla</i>) [A188] Guillemot (<i>Uria aalge</i>) [A199] Razorbill (<i>Alca torda</i>) [A200] Puffin (<i>Fratercula arctica</i>) [A204]	Wintering coastal waterbirds
Rockabill SPA	2.92km to the east	Purple Sandpiper (<i>Calidris maritima</i>) [A148] Roseate Tern (<i>Sterna dougallii</i>) [A192] Common Tern (<i>Sterna hirundo</i>) [A193]	Wintering Coastal Waterbirds Breeding Terns

European Sites	Distance from Plan Area	Qualifying Features of Interest/Special Conservation Interests	Broad QI/SCI Category
		Arctic Tern (<i>Sterna paradisaea</i>) [A194]	
Skerries Islands SPA	0.3km to the east	Cormorant (<i>Phalacrocorax carbo</i>) [A017] Shag (<i>Phalacrocorax aristotelis</i>) [A018] Light-bellied Brent Goose (<i>Branta bernicla hrota</i>) [A046] Purple Sandpiper (<i>Calidris maritima</i>) [A148] Turnstone (<i>Arenaria interpres</i>) [A169] Herring Gull (<i>Larus argentatus</i>) [A184]	Wintering Coastal Waterbirds
Ireland's Eye SPA	1.34km to the east	Cormorant (<i>Phalacrocorax carbo</i>) [A017] Herring Gull (<i>Larus argentatus</i>) [A184] Kittiwake (<i>Rissa tridactyla</i>) [A188] Guillemot (<i>Uria aalge</i>) [A199] Razorbill (<i>Alca torda</i>) [A200]	Terrestrial peatland habitats

European Sites	Distance from Plan Area	Qualifying Features of Interest/Special Conservation Interests	Broad QI/SCI Category
The Murrrough SPA	12.5km to the south	Red-throated Diver (<i>Gavia stellata</i>) [A001] Greylag Goose (<i>Anser anser</i>) [A043] Light-bellied Brent Goose (<i>Branta bernicla hrota</i>) [A046] Wigeon (<i>Anas penelope</i>) [A050] Teal (<i>Anas crecca</i>) [A052] Black-headed Gull (<i>Chroicocephalus ridibundus</i>) [A179] Herring Gull (<i>Larus argentatus</i>) [A184] Little Tern (<i>Sterna albifrons</i>) [A195] Wetland and Waterbirds [A999]	Wintering waterbirds Breeding Terns
Poulaphouca Reservoir SPA	7.05km to the south	Greylag Goose (<i>Anser anser</i>) [A043] Lesser Black-backed Gull (<i>Larus fuscus</i>) [A183]	Winter waterbirds

5.0 IMPACTS ON EUROPEAN SITES

The next step of this report is to identify whether or not the plan has the potential to damage, disturb or result in the loss of qualifying habitat or qualifying species/special conservation interests of European Sites and undermine the conservation objectives of the European Sites listed in Table 4.1 above.

Table 5.1 identifies the overall aim and measures of the plan and evaluates the potential for each to result in likely significant effects on European Sites. Where objectives and actions have the potential to result in positive implications for European Sites, such implications are recognised in Table 5.1.

Table 5.1: Evaluation of the Local and National Measures of the Dublin Air Quality Plan

Overall Aim and Measures under Dublin Air Quality Plan 2021	Examination of Likely Significant Effects
<i>Aim: To enhance the health of citizens by meeting current legal air quality standards and working towards further improvements in line with health gain and evolving legal standards in the coming decade.</i>	
Measures: The following 14 measures are identified in this Dublin Air Quality Plan:	Evaluation
Measure 1: Integrate “15 Minute Neighbourhoods” concept in City and County Development Plans	The integration of the 15-minute neighbourhoods or village concept in the four City/County Development Plans will promote sustainable neighbourhoods that will facilitate the decentralisation of the regional economy to neighbourhood areas that will be accessible to local residents within 15 minutes via sustainable modes of transport such as walking and cycling. The incorporation of this concept into County Development Plans will have the potential to result in positive implications for the environment, particularly in

	terms of air quality, and will have the potential to result in neutral to positive implications for European Sites within and surrounding the Plan area.
Measure 2: Public Parking Controls	This measure involves minor measures in relation to encouraging a modal shift to more sustainable forms of transport and movement such as cycling and walking. Therefore, this measure will not result in land-use activities with the potential to result in likely significant effects on European Sites.
Measure 3: Residential Parking Standards	The residential parking standards will be reviewed and revised in the upcoming Development Plans which will be subjected to SEA and AA screening. This measure will not involve land use activities with the potential to result in likely significant effects on European Sites.
Measure 4: Workplace Parking Standards	The workplace parking standards will be reviewed and revised in the upcoming Development Plans which will be subjected to SEA and AA screening. This measure will not involve land use activities with the potential to result in likely significant effects on European Sites.
Measure 5: Continued Delivery of the Active Travel Programme	This measure aims to provide green sustainable transport options and develop high-quality walking and cycling facilities to encourage more people to switch to active travel. This measure, therefore, is positive and will not involve land use activities with the potential to result in likely significant effects on European Sites.

<p>Measure 6: Electrical Vehicle (EV) Charging Strategy</p>	<p>The strategic role of Dublin Local Authorities in enabling a region-wide charging network is a positive measure. The land-use effects to European Sites resulting from this measure are not identified as significant.</p>
<p>Measure 7: Publication of National Clean Air Strategy</p>	<p>The preparation and publication of this National Plan will not in itself have the potential to result in land-use effects. Once drafted this Plan will be subjected to the SEA and AA process.</p>
<p>Measure 8: Air Quality Enabling Legislation</p>	<p>Enabling air quality legislation with relevant parameters and thresholds should contribute to meeting higher air quality standards and therefore is a positive measure. This measure will have the potential to result in positive implications for the environment and air quality in particular. Such positive implications for the environment, in general, will result in neutral to positive impacts for European Sites within and surrounding the Plan area.</p>
<p>Measure 9: Introduction of Clean Air Zones/ Low Emission Zones</p>	<p>The introduction of clean air zones or low emission zones can help with significant NO_x reduction and therefore will have the potential to result in positive implications for the environment and air quality in particular. Such positive implications for the environment, in general, will result in neutral to positive impacts for European Sites within and surrounding the Plan area.</p>
<p>Measure 10: Flexible Working- Making Remote Work – National Remote Work Strategy 2021</p>	<p>The National Remote Work Strategy aims to ensure the permanence of remote working features that should contribute to air quality benefits with the reduction of work-related commuting. This measure is positive and will not</p>

	involve land use activities with the potential to result in likely significant effects on European Sites.
Measure 11: Enhanced Air Quality Monitoring and Modelling- National Ambient Air Quality Monitoring Programme (AAMP)	This measure is overall positive for a better understanding of the air quality of the Dublin Region. This measure will not involve land use activities with the potential to result in likely significant effects on European Sites.
Measure 12: Air Quality - Citizen Engagement	This measure will lead to greater awareness and engagement which is positive in relation to understanding and addressing air quality. This measure will not involve land use activities with the potential to result in likely significant effects on European Sites.
Measure 13: Air Quality and Health Research	This measure is overall positive for a better understanding of the air quality of the Dublin Region. This measure will not involve land use activities with the potential to result in likely significant effects on European Sites.
Measure 14: Behavioural Change Campaigns to cleaner fleets	This measure will focus on behavioural change to encourage low emission vehicle purchase which is positive in relation to enhancing air quality. This measure will not involve land use activities with the potential to result in likely significant effects on European Sites.

5.1 EXAMINATION OF THE PLAN'S POTENTIAL TO RESULT IN NEGATIVE IMPACTS TO EUROPEAN SITES WITHIN THE PLAN AREA

European Sites and their associated qualifying features and associated conservation objectives are likely to be compromised by the plan only where the actions of the plan have the potential to result in land-use activities that could result in damage or disturbance to qualifying habitat,

qualifying species and or special conservation interests and the processes that they rely upon to maintain their favourable conservation status. As identified in Section 5.0 above the Plan will not result in the implementation of land use activities that will have the potential to result in negative impacts on European Sites and their conservation objectives. On the contrary, the overall aim and the measures of the plan have been identified as having the potential to result in positive implications for the environment and air quality in particular and neutral to positive implications for European Sites and their conservation status.

The implementation of the Dublin Air Quality Plan will have the potential to enhance the air quality of the four local authorities. The measures outlined in the Dublin Air Quality Plan that aim to effectively tackle the NO_x emissions will also have the potential to contribute to the conservation management of the other European Sites that occur within the wider area surrounding the Dublin Region. The implementation of these measures will also ensure that a deleterious trajectory in air quality in the Dublin Region is avoided. This in turn will contribute to the conservation status of European Sites and particularly any qualifying interests of European Sites that are sensitive to poor air quality and nitrogen deposition such as the bryophyte communities of the North Dublin Bay SAC humid dune slacks that support Petalwort and the petrifying spring habitats and associated brown moss communities of the woodland SACs (e.g. Glenasmole and Knocksink) in the south of the region.

5.2 IN-COMBINATION EFFECTS WITH OTHER PLANS & PROJECTS

As part of the Habitats Directive Article 6(3) assessment process consideration must be given to the potential for the Plan to combine with other plans or projects to result in cumulative negative effects to European Sites. The Dublin Air Quality Plan has been prepared in order to enhance the health of citizens by meeting current legal air quality standards and working towards further improvements in line with health gain and evolving legal standards in the coming decade. The Dublin Air Quality Plan will contribute to positive environmental and biodiversity management through measures that aim to enhance the air quality of the region of the four local authorities. The implementation of the plan will have the potential to result in a positive effect for European Sites within and surrounding the county and will not have the potential to combine with other plans to result in cumulative negative effects to European Sites. Additionally, any Strategy/Plan upon which it relies will be subject to separate AA/SEA.

6.0 SCREENING CONCLUSION

The Screening of the Dublin Air Quality Plan as set out above shows that the plan will not result in land use activities that have the potential to result in negative impacts to the qualifying features of interest of European Sites occurring within or surrounding the plan area and will not have the potential to compromise the achievement of the conservation objective of these European Sites. The examination of the plan has found that the plan will have the potential to contribute to the conservation management of European Sites within and surrounding the plan area and will thus have positive implications for the conservation objectives of these European Sites.

In light of the findings of this report, it is the considered view of the authors of this Screening Report for Appropriate Assessment that it can be concluded by the Dublin Region Local Authorities that the Plan is not likely, alone or in combination with other plans or projects, to have a significant effect on any European Sites in view of their Conservation Objectives and on the basis of best scientific evidence and there is no reasonable scientific doubt as to that conclusion.

Appendix 1 Appropriate Assessment Screening of changes to the Dublin Air Quality Plan 2021

Introduction

The draft Dublin Air Quality Plan was put on public consultation along with the AA Screening and SEA Screening for a period of four weeks from 18th October 2021.

Following this consultation, several changes are proposed to the draft plan. Screening for AA identified that there is an absence of cause-effect linkage between implications of changes/addition text within the Dublin Region Air Quality Plan and the integrity of European sites' for the text changes presented below in Table A1. and the AA Screening of same.

Table A1. AA Screening of changes to the Dublin Air Quality Plan 2021

Plan Section	New/changed text	AA
1.0	1.0 Introduction – Setting the context	Minor amendment to text. This text addition will not result in land-use activities with the potential to result in likely significant effects on European Sites.
1.1	For the purposes of air quality management, this zone would be classified as a city.	Minor amendment to text. This text addition will not result in land-use activities with the potential to result in likely significant effects on European Sites.
1.3	Overview of the Dublin region Geographic and Population Profile The Dublin Region occupies an area of 922 square kilometres and is situated on the east coast of Ireland on the River Liffey, which discharges into Dublin Bay and the Irish Sea. The area of Agglomeration A - the Dublin Conurbation, which is the subject of this Plan, is 637 square kilometres. The area around St. John's Road West, where the recorded exceedance of nitrogen dioxide occurred in 2019 is situated in the west of Dublin City. The road in question is highly trafficked and serves as a feeder route to two motor ways (M50 and M4). There is a main railway station immediately to the north of the air	This additional text provides greater context to the Dublin Region. Therefore, will not result in land-use activities with the potential to result in likely

quality station and the area is a hub for national and urban bus services as well as the a taxi rank serving the railway station (see local map below fig.1,1)



Figure 1.1 Local Map around Saint John's Road West Air Monitor The region is a relatively low-lying area with rich pastures to the west and north of the city. In addition to the River Liffey, two other major rivers run through the region and include the River Tolka from the northwest and the River Dodder from the southwest. The latter rises in the Wicklow Mountains that together with the smaller Dublin Mountains are located to the south west of Dublin City. The highest peaks in the Dublin Mountains extend to around 750metres, where those in the Wicklow Mountains extend to above 1000 metres in places. The mountains are known to have an influencing effect on the weather in Dublin, primarily reducing precipitation that falls extensively over the mountain ranges. In addition, the region also contains two canals linking the city centre to the River Shannon in the Midlands. The map below shows the extent of Agglomeration A - the Dublin Conurbation relative to the overall region. In terms of Information on the type of targets requiring protection in the zone, these are addressed in Chapter 8 - Strategic Environmental Assessment (SEA) and Appropriate Assessment (AA) Screening

significant effects on European Sites.

Table 1.1	Source: Met Eireann	Minor amendment to text. This text addition will not result in land-use activities with the potential to result in likely significant effects on European Sites.
2.2 Air Quality Standards under the CAFÉ Directive	These legal limit values are focused on the protection of human health and are based on the World Health Organisation Air Quality Guidelines Global Update 2005. It should be noted that the World Health Organisation issued revised air quality guidelines in 2021, and these are under consideration by the European Union in terms of formulating future clean air directives (see 2.3 for more detail).	Minor amendment to text. This text addition will not result in land-use activities with the potential to result in likely significant effects on European Sites.
2.10 St Johns Road West 2019 Results	This level of air pollution is wholly consistent with the levels of heavy traffic passing this monitoring station. It should be stated in this instance for nitrogen dioxide the pollution is not imported from other regions. It should be noted that annual nitrogen dioxide levels at St. John’s Rd. West were below 40 micrograms per cubic metre for 2020 and 2021 (to date) –see Appendix A. Nitrogen dioxide levels at other locations also remain below 40 micrograms per cubic metre at other monitoring locations for the same period.	This additional text provides greater context to the plan. Therefore, will not result in land-use activities with the potential to result in likely significant effects on European Sites.
2.12 Follow Up Steps- Urban Transport Related Air Pollutants (UTRAP) Working Group	Further information on UTRAP can be found at: https://www.gov.ie/en/publication/3f634-urban-transportrelated-air-pollution-utrap-working-group/ The development of the Dublin Regional Air Quality Plan is an essential element in informing the conclusions of UTRAP in these matters.	This additional text provides greater context to the plan. Therefore, will not result in land-use activities with the potential to result in likely significant effects on European Sites.
3 Sources of NOx Emissions 3.1	The EPA also published a study on Urban Air Quality Modelling of Dublin July 2019 that calculated reported on NOx emissions in the Dublin Area and is shown below in Figure 3.3 NOx emissions for Dublin adapted from EPA urban air quality report 2019	This additional text provides greater context to the plan. Therefore, will not result in land-use activities with the potential to result in likely

		significant effects on European Sites.
4.2 Greater Dublin Area Transport Strategy 2022-2042 (Draft) This	<p>Transport Strategy for the Greater Dublin Area 2022-2042 (Transport Strategy) replaces the previous framework, titled the Transport Strategy for the Greater Dublin Area 2016- 2035, which was approved by the then Minister for Transport, Tourism and Sport in 2016. That prior transport strategy set out to contribute to the economic, social and cultural progress of the Greater Dublin Area (GDA) by providing for the efficient, effective and sustainable movement of people and goods. It did that by providing a framework for the planning and delivery of transport infrastructure and services in the GDA. It has also provided a transport planning policy around which other agencies involved in land use planning, environmental protection, and delivery of other infrastructure such as housing, water and power, could align their own investment priorities. It has been an essential component, along with investment programmes in other sectors, for the development of the GDA, which covers the counties of Dublin, Meath, Kildare and Wicklow. The outcomes of the prior Strategy implementation include:</p> <ul style="list-style-type: none"> • An increase in the use of sustainable modes for travel into Dublin City in the morning peak, from 66% (2015) to 72% (2019); • A reduction in the use of cars to enter Dublin City Centre in the morning peak, from 65,000 (2015) to 58,000 (2019) • Growth in daily passenger trips on Irish Rail services in the GDA, from 119,000 (2015) to 150,000 (2019); • Increase in total passenger trips on Dublin Metropolitan Area bus services, from 120 million (2015) to 153 million (2019); • Growth in total passenger trips on the Luas system, from 35 million (2015) to 48 million (2019); • 87% customer satisfaction among public transport users (2019) This latest Draft Strategy, published in November 2021 and undergoing public consultation until 17 December 2021 addresses the following challenges. <ul style="list-style-type: none"> • Climate Change • Recovery from the Covid19 Pandemic • Servicing the Legacy Development Patterns • Revitalisation of the City Centre and Town Centres • Transformation of the Urban Environment • Ensuring Universal Access • Serving Rural Development • Improving Health and Equality • Fostering Economic Development • Delivering Transport Schemes 	This additional text provides greater detail in relation to the draft Greater Dublin Area Transport Strategy 2022. Therefore, will not result in land-use activities with the potential to result in likely significant effects on European Sites.


	<p>• The Transport Strategy, in combination with other Government policies and programmes is forecast to lead to a significant reduction in air polluting emissions compared to 2016: Table 3.2 Air-polluting Emissions 2016 and 2042 (Kg)</p> <p>Table 3.2 Air-polluting Emissions 2016 and 2042 (Kg)</p> <table border="1" data-bbox="490 453 1102 694"> <thead> <tr> <th></th> <th>NO_x</th> <th>NO₂</th> <th>PM10</th> <th>PM2.5</th> </tr> </thead> <tbody> <tr> <td>2016</td> <td>7,182,430</td> <td>2,234,190</td> <td>537,350</td> <td>357,300</td> </tr> <tr> <td>2042 With Strategy</td> <td>1,217,850</td> <td>259,640</td> <td>445,270</td> <td>247,590</td> </tr> <tr> <td>Reduction</td> <td>-83%</td> <td>-88%</td> <td>-17%</td> <td>-31%</td> </tr> </tbody> </table>		NO _x	NO ₂	PM10	PM2.5	2016	7,182,430	2,234,190	537,350	357,300	2042 With Strategy	1,217,850	259,640	445,270	247,590	Reduction	-83%	-88%	-17%	-31%	
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Reduction	-83%	-88%	-17%	-31%																		
<p>4.3 Five Cities Demand Management Study</p>	<p>The Department of Transport commissioned Systra commissioned Systra Ltd. to undertake a study on traffic in the cities of Dublin, Cork, Galway, Limerick and Waterford titled “Five Cities Demand Management Study” a phase 1 recommendations report was published in March this year . Their final 36 report was published on 25 November 2021 to provide a “focused and evidence based approach to addressing the carbon, congestion and air quality challenges facing our cities”. The report list and assess options for addressing the challenges. Further work is due to be published quantifying the impacts of the options. Many of the measures discussed in chapter 5 of this Air Quality Plan are taken from are consistent with this study</p>	<p>Minor updates to the text. Therefore, will not result in land-use activities with the potential to result in likely significant effects on European Sites.</p>																				
<p>4.4 Remote Working</p>	<p>It is too early to quantify the longer-term level and other impacts of remote working and therefore assess the impact on air quality</p>	<p>Minor updates to the text. Therefore, will not result in land-use activities with the potential to result in likely significant effects on European Sites.</p>																				
<p>4.6 Bus and Taxis</p>	<p>There is an action in the 2021 climate action plan to evaluate 37 fully electric buses as part of bus procurement. The latter commits to a significant decarbonising of Ireland’s public transport fleet and requires that all new urban buses be electric hybrid or electric.</p>	<p>Minor updates to the text. Therefore, will not result in land-use activities with the potential to result in likely significant effects on European Sites.</p>																				

<p>5.2 Measures Measure 1</p>	<p>The Five Cities Demand Management Study Study https://www.gov.ie/en/publication/c6571-fivecities-demand-management-study/ (https://www.gov.ie/en/publication/63517-publication-offive-cities-demand-management-study-phase-1-report-and-toolkits/)</p>	<p>Minor updates to the text. Therefore, will not result in land-use activities with the potential to result in likely significant effects on European Sites.</p>
<p>Measure 2 Public Parking Controls</p>	<p>The local authorities in the Dublin region each have comprehensive policies in their respective Development Plans to control the supply and price of parking in their functional area to achieve sustainable transportation policy objectives.</p> <p>PROPOSED ACTION: Dublin local authorities to incorporate protection of air quality as appropriate in their 2022-2028 Development Plans with regard to maintaining and enhancing public parking controls</p>	<p>Minor updates to the measure which involves minor measures in relation to encouraging a modal shift to more sustainable forms of transport and movement such as cycling and walking. Therefore, this measure will not result in land-use activities with the potential to result in likely significant effects on European Sites.</p>
<p>Measure 3 Residential Parking Standards</p>	<p>PROPOSED ACTION: Dublin local authorities to incorporate protection of air quality as appropriate in their 2022-2028 Development Plans with regard to maintaining and enhancing residential parking standards.</p>	<p>The residential parking standards will be reviewed and revised in the upcoming Development Plans which will be subjected to SEA and AA screening. This measure will not involve land use activities with the potential to result in likely significant effects on European Sites</p>

<p>Measure 6 Electric Vehicle Charging Strategy</p>	<p>Rapid hub charging has significant benefits compared to slow on-street charging and is therefore the priority technology recommended. It is this switch to EVs, supported by an adequate EV charging network that will contribute to a significant reduction in emission</p>	<p>The strategic role of Dublin Local Authorities in enabling a region-wide charging network is a positive measure. The land-use effects to European Sites resulting from this measure or new additional text are not identified as significant.</p>
<p>Measure 7 Publication of Clean Air Strategy</p>	<p>The introduction of these policies will be a key step in underpinning many of the measures identified in this plan. A draft National Clean Air Strategy, is due for publication in 2021 and will be the subject of a public consultation process.</p>	<p>The preparation and publication of this National Plan will not in itself have the potential to result in land-use effects. Once drafted this Plan will be subjected to the SEA and AA process. The additional text is not identified as significant.</p>
<p>Measure 8 Air Quality Enabling Legislation</p>	<p>One of the specific measures that is of fundamental importance in the context of a National Clean Air Strategy is to provide a fit for purpose framework of measures in air quality enabling legislation. Such a framework would include providing for the delegation of legal powers to appropriate bodies, including local authorities to introduce enhanced air quality measures. The Department of the Environment, Climate and Communications (DECC) have indicated their intention to commence work on a Clean Air Act. The Five Cities Demand Management Study indicates that air quality enabling legislation could yield a 60% 49% reduction nitrogen oxides emissions.</p>	<p>Enabling air quality legislation with relevant parameters and thresholds should contribute to meeting higher air quality standards and therefore is a positive measure. This measure (and additional text) will have the potential to result in positive implications for the environment and air quality in particular. Such positive</p>

		<p>implications for the environment, in general, will result in neutral to positive impacts for European Sites within and surrounding the Plan area..</p>
<p>Measure 9 Introduction of Clean Air Zones</p>	<p>One of the targets of the Carbon Plan 2021 is to implement decarbonising zones in each local authority by 2030. Furthermore, Action 244 of the National Climate Action 2021 gives a commitment to:</p> <ul style="list-style-type: none"> • Examine the role of demand management measures in Irish cities, including low emission zones and parking pricing policies 	<p>The National Remote Work Strategy aims to ensure the permanence of remote working features that should contribute to air quality benefits with the reduction of work-related commuting. This measure is positive and will not involve land use activities with the potential to result in likely significant effects on European Sites. Minor updates to the text. Therefore, will not result in land-use activities with the potential to result in likely significant effects on European Sites.</p>
	<p>The nearest existing approximation to such powers under the Air Pollution Act 1987, enable the Minister for Environment as follows: 53.—(1) The Minister, for the purpose of preventing or limiting air pollution, may make regulations in relation to— (a) the standard, specification, composition and contents of any fuel of a type which is used in mechanically propelled vehicles or in mechanically propelled vehicles of a particular class or description or mechanically propelled vehicles in a particular area or a particular class of areas; It should also be noted that under the current provisions of Part IV of the Air Pollution Act 1987, there is provision for the introduction of Special Control Areas. It is not clear however if these provisions are appropriate or provide for the introduction of clean air zones or low emission zones in relation to vehicle or transport related emissions. Therefore an appraisal of the current legal provisions to determine if they are fit for purpose regarding the introduction of clean air zones or low emission zones and identification of any potential amendment necessary is required. The enactment of primary and secondary legislation is subject to Statutory Impact Assessment by the appropriate Government Department introducing such legislation. PROPOSED ACTION: An appraisal be carried out of the current provisions in the Air Pollution Act 1987 to determine if they are fit for purpose regarding the delegation of powers to local authorities for the introduction of clean air zones or low emission zones and identification of any potential amendment necessary. This appraisal should include consideration of amending Section 53(1) (a) of the Act to delegate powers to local authorities as well as the current the provisions of Part IV of the Act. Furthermore, an overall appraisal into the feasibility of introducing Low Emission Zones in the Dublin region where appropriate to be carried out. These are tasks that should be undertaken by the UTRAP Working Group (which includes the Dublin local authorities) or a sub-group of UTRAP.</p>	

	<p>PROPOSED ACTION: Local authorities be delegated powers to introduce Clean Air Zones/ Low 41 Emission Zones as appropriate. This action is contingent on enabling legislation to permit local authorities to introduce such zones being introduced. This can be achieved either by amendment to existing legislation i.e. Section 53(1) (a) of Air Pollution 1987, or the introduction of new legislation. The UTRAP Working Group, which includes the Dublin local authorities, should commit to further investigations into the feasibility of Low Emission Zones in Dublin</p>	
Measure 10	Measure 10 Remote/Flexible Working	Minor addition to text is not identified as significant.
Measure 12 Air Quality -Citizen Engagement	Airview Project In May 2021, Google and Dublin City Council launched “Airview Dublin” - a partnership initiative to capture Dublin’s air quality street by street as part of the Dublin Smart Cities programme	Minor addition to text is not identified as significant
Measure 14 Behavioural Change	<p>Campaigns to cleaner fleets The Five Cities Demand Management Study identifies this measure of targeted behavioural change campaigns to encourage low emission vehicle purchase as being highly effective and enjoying general support. – estimated that a 60% 49% reduction in nitrogen oxides emissions is achievable. Stakeholder feedback to the study highlighted COVID-19 as creating an opportunity for change in behavior. These 49 reductions refer to the percentage change in the emissions per kilometre from the average private car in city centre traffic in 2030, relative to 2019 levels, based on ANPR data collected in Cork in February 2020</p>	This measure will focus on behavioural change to encourage low emission vehicle purchase which is positive in relation to enhancing air quality. This measure and the additional new text will not involve land use activities with the potential to result in likely significant effects on European Sites
	<p>Nitrogen Dioxide Modelling As part of the production of this Plan, the Environmental Protection Agency (EPA) supported the four Dublin local authorities by specifically modelling nitrogen dioxide levels for a number of scenarios, involving a base year and four future scenarios. To inform this Plan, the EPA assessed monitoring and modelling data to get a wider understanding of the current and future air quality situation around the local area of the measured exceedance. The area of assessment within the vicinity of St Johns Road West is the area covered by the bold rectangle in Figure 5.1 below. Completing Air Quality modelling across the Dublin Region would be a significant</p>	This additional text provides further detail on NOx modelling and the recommended actions will not involve land use activities with the potential

	<p>undertaking beyond the timeframe available for the production of this Air Quality Plan and has thus not been possible at this time. However, at the time of drafting of this Plan it is known that the EPA are progressing wider air quality modelling of Dublin and this will be published in 2022. The approach adopted for this plan thus makes best use of the work underway by the EPA and focuses output at the location of the St John’s Road West monitoring station to demonstrate the positive impacts that predicted future changes to transportation fleet, and emissions from same, is likely to have on air quality in the vicinity of the St John’s Road West monitoring station. A copy of the EPA report is available in Appendix D</p>	<p>to result in likely significant effects on European Sites</p>
	 <p>Figure 5.1 – Area of Air Quality Modelling Assessment (Marked in Bold)</p>	
	<p>Modelling Methodology The EPA completed the air quality modelling of the assessment area using the urban scale model ADMS-Urban and the outputs have been evaluated and verified by the EU DELTA tool in conjunction with the model developers own model evaluation tool kit, see EPA report in Appendix D. As noted above the modelling was completed for a base year and four future scenarios. These scenarios were chosen by the four Dublin Local Authorities and are set out below;</p> <ul style="list-style-type: none"> ● 2019 Basecase scenario 	

	<ul style="list-style-type: none">• 2028 Business as Usual scenario• 2028 Intervention scenario• 2030 Business as Usual scenario• 2030 Intervention scenario <p>A fuller explanation of these scenarios is included below. The traffic data and emission factor forecasts in relation to fleet growth and changes have been taken from existing national traffic models (National Transport Authority (NTA) Regional Modelling System) and relevant transport fleet profiles and toolkits (based on a review of National and UK sources). As mentioned above the Five Cities Demand Management Study identified a measure of targeted 51 behavioural change campaigns to encourage low emission vehicle purchase as being highly effective to contribute to achieving greater emission reductions. It is this behavioural change that is reflected in measure 14 and in the modelled scenarios set out above. The business as usual case reflects the change to fleet profiles based around forecasted car sales and changes to fuel/emissions profile of this changing fleet. The intervention scenario is a sensitivity scenario to demonstrate the effect that further incentives to drive accelerated electrification of the fleet might have on air quality.</p> <p>The measures included in this sensitivity intervention scenario include;</p> <ul style="list-style-type: none">• 50% electrification of the taxi fleet• 50% electrification of the busfleet• 20% electrification of the passenger car fleet <p>Modelling Results</p> <p>The modelled results for each of the five scenarios is set out in the table below</p>	
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Scenario	Modelled Annual Average NO ₂ St John's Road Receptor (µg/m ³)	Measured Annual Average NO ₂ St John's Road Receptor (µg/m ³)	Absolute NO ₂ Concentration Reduction (µg/m ³)	Percentage NO ₂ Reduction from 2019 Basecase Scenario (%)
2019 Basecase	39.0	43.4	-	-
2028 Business as Usual	31.3	-	7.7	19.7
2028 Intervention	29.4	-	9.6	24.6
2030 Business as Usual	30.6	-	8.4	21.5
2030 Intervention	29.0	-	10.0	25.6

As can be seen from the above results the model output for 2019 is very close to that which was measured at this location in 2019. The results are within 10% of the measured. The results from the scenarios all show significant reduction in the nitrogen dioxide concentrations when compared to the 2019 basecase scenario with the results for the business as usual case showing reductions of 21.5% out to 2030 and up to 25.6% where the further sensitivity interventions outlined are achieved within this timeframe. These scenarios all bring the predicted annual average air quality values for NO₂ at this location back within the legal limit of 40 µg/m³. This would remain the case even if an allowance for the 10% discrepancy between modelled and measured values was applied as indicated by the modelling of the baseline case. 52 Based on the modelling results, it would be reasonable to conclude that the realisation of the anticipated “business as usual” fleet changes, together with additional interventions that may result from the range of measures proposed by this Plan and other National strategies, will have a beneficial effect on reducing NO₂ levels across the Dublin Region, although it is acknowledged that the actual reductions will vary across the region depending on local traffic patterns. The EPA modelling of the Dublin region will provide additional clarity on this in 2022. It is thus reasonable to conclude, based on the modelling results that the Dublin agglomeration will be compliant with the NO₂ limits by 2028 or

	<p>earlier. Measures 1 to 13 will help to accelerate the timeline to achieve compliance, although it is not possible to quantify their benefit through modelling work. In particular, incentives to move to lower emission vehicles such as financial incentives or the introduction of low emissions zones (Measure 9) is likely encourage a more timely transition.</p> <p>PROPOSED ACTIONS:</p> <ol style="list-style-type: none"> 1. Commuter/Travel surveys carried out by public bodies to include determining public attitudes towards air quality measures and commuting behaviour. 2. Air quality forum (see Measure 12) to address and gauge public attitudes on behaviour change to improve air quality. 3. Public consultation on City and County Development Plans to include eliciting feedback on public view on introduction of cleaner fleets and clean air/low emission zones 	
7.1 Overview of legislative requirements.	Therefore, in the interests of involving the public and seeking engagement and consultation with the public a decision was made to engage members of the public 59 and go to Public Consultation for a four-week period on the 18th October 2021. Our methodology for public consultation is set out below in Section 7.2 .	Very minor addition to text is not identified as significant.
7.2 Methodology Adopted	<p>Stakeholder/Prescribed Bodies Consultation</p> <p>A positive response was received and on 1st September 2021 a consultation meeting/workshop was held with the following prescribed bodies and An Taisce;</p> <p>A summary of the responses and issues raised by the public consultation process are detailed in section 7.3 below and also Appendix B.</p>	<p>Additional information relates to public consultation and summary of same.</p> <p>Therefore This measure and the additional new text will not involve land use activities with the potential to result in likely significant effects on European Sites</p>
	<p>Background</p> <p>The public consultation on the Dublin Region Air Quality Plan, Air Quality Plan to improve Nitrogen Dioxide levels in Dublin Region was open for submissions from 18 October 2021 to 15 November 2021. A total of 219 unique submissions were received, 208 via the Consultation Portal and 11 by email. Only a small number of submissions were specifically related to the actual draft Air Quality Plan document itself and its requirements as set out by Europe. The majority were instead comments on air pollution in general, how it can be addressed and paying for it through taxes. While these submissions could not be directly incorporated into the Air Quality Plan</p>	

itself at this time, they give a valuable insight into public feelings on the issue, and will feed into ongoing work in the area including the development of many of the measures included in the plan. Appendix B of the Plan includes details of the public consultation submissions and the analysis undertaken in relation to same.

Appendix B1 includes a report with graphs produced from the Consultation Hub which contained an online survey with 25 questions relating to the Air Quality Plan. A quantitative summary of the submissions taken from that data set out in that consultation hub report is presented in the section 61 below. Questions 22 to 25 and emailed submissions have been reviewed, tagged by Theme and analysed against the measures in the plan. The subsequent section of this chapter, and the table in Appendix B3, deals with the review and analysis of the consultation responses which tagged them by Themes and presented responses and amendments to be made to the Plan.

Quantitative Summary of the Public Consultation Responses

There were 208 responses to the online Public Consultation on the AQP. These were mainly from private individuals, however, a list of organisations that responded is listed in Appendix B. Of those that responded approximately 52% resided in Dublin City with 18% in Fingal and 15% from Dun Laoghaire Rathdown, 10% from South Dublin. 4% of those that responded reside outside of Dublin County. By far the main reason for driving, almost 64%, was for day-to-day getting around and travelling to shops and local services. The vast majority of people had an understanding of the health impacts of elevated NO₂ levels and vehicular emissions were considered to be a greater contributor to NO₂ levels than agriculture, power plants or heating by about half of those responding. National Government led awareness campaigns were felt to be the best way to make the public aware of the health impacts of air pollution (specifically NO₂) and these were closely followed by restricting drop off locations at schools and publicity about high transport related emissions in local areas. Approximately half of those who took part in the Public Consultation agreed with the recommendations of the Citizens' Assembly in relation to the climate actions that impact on air quality. Almost 80% of responders support the idea of reviewing and strengthening Local Authority and Environmental Protection Agency (EPA) powers in relation to dealing with air pollution. With regard to considering Low Emission Zones, over 75% of those who took part in the Public Consultation support this, as well as the possibility of a charge being levied on those with polluting vehicles. A similar number of responders support the Government amending existing legislation to delegate powers to the Local Authorities to introduce Low Emission Zones. Over 85% of the public involved are familiar with 10-15 minute neighbourhoods and over 70% think Local Authorities should examine

	<p>the concept. 80% of those who took part in the Public Consultation want an electrical vehicle-charging network developed in Dublin. Almost 95% of those involved feel that the Irish workforce should be given the option of remote working for a portion of the week. 62 Around 70% of those involved believe that consideration should be given to incorporating air quality considerations into vehicle taxation and that the NCT emissions testing should have a role in periodic assessment of air pollution emissions, to inform better regulation of ‘in use’ vehicle emissions.</p> <p>Analysis of Public Consultation</p> <p>Responses In addition to the quantitative analysis of the submissions as set out in the previous section, all the submissions that contained free text and those that were received by email were analysed for the comments, views and suggestions expressed. Rather than respond to each view within each individual submission, all submissions were reviewed to identify common themes against which all the comments and views could be captured.</p> <p>A response against each theme has been provided which sets out how the Air Quality Plan and/or other Plans and Strategies address the issues covered by the Theme and also whether any amendments or actions within the Plan are proposed. For a detailed overview of the Themes identified together with the responses and actions proposed please see table in Appendix B3 at the end of this report.</p> <p>7.4 Conclusions and proposed actions arising from public consultation</p> <p>Many different points were raised through the Public Consultation and an analysis of the general comments and suggestions was carried out as set out in Appendix B1 and B3.</p> <p>The draft Air Quality Plan included 14 measures as summarised below.</p> <ul style="list-style-type: none">• Integrate “15 Minute Neighbourhoods” concept in City and County development Plans• Public Parking Controls<ul style="list-style-type: none">• Residential Parking Standards• Workplace Parking Standards• Continue delivery of the Active Travel Programme• Electrical Vehicle (EV) Charging Strategy• Publication of National Clean Air Strategy	
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	<ul style="list-style-type: none"> • Air Quality Enabling Legislation • Introduction of Clean Air Zones / Low Emission Zones • Remote / Flexible Working • Enhanced Air Quality Monitoring and Modelling • Air Quality – Citizen Engagement • Air Quality and Health Research • Behavioural Change Campaigns to Cleaner Fleets <p>These 14 measures remain within the Final Plan. While there were varying comments and levels of support for each, the responses did not warrant the removal or a significant change to any one measure. Modification to two measures are proposed as set out below;</p> <ul style="list-style-type: none"> • Measure 9 of the Plan to be amended to include an action as follows; The UTRAP Working Group, which includes the Dublin Local Authorities, should commit to further investigations into the adequacy of current legal provisions and feasibility of Low Emissions Zones in Dublin. • Measure 12 to be modified to reflect Smart Cities involvement in citizen engagement project Many of the comments and suggestions, while very valid, fall outside the remit of the Air Quality Plan but are covered by other Government and Local Authority strategies and plans 	
8.1 Overview of Legislative Requirements	<p>The Dublin Regional Air Quality Action Plan to improve levels of nitrogen dioxide (NO2) in ambient air in Dublin has been prepared in accordance with the requirements of Planning and Development (Strategic Environmental Assessment) Regulations 2004 S.I. No. 435/2004 - European Communities (Environmental Assessment of Certain Plans and Programmes) Regulations 2004 and Article 6 of the Habitats Directive 92/43/EE</p> <p>The SEA Screening Report and Screening Statement in support of the AA and Natura Impact Report are available online on the four Dublin Local Authorities websites. included in the Appendices of this Plan. The SEA Determination, AA Determination and URL to the Screening Report and Statement are available in Appendix C.</p>	Addition to text that clarifies legislation and titles. This is not identified as significant.
10 Conclusions and Recommendations	<p>ii. Levels of nitrogen dioxide in the ambient air have been in compliance with European Union limit values except for an exceedance in 2009 and again in 2019, when the limit value was exceeded at one location in these years. There is no room for complacency as levels recorded at various times and locations over a number of years have approached this limit value. There is a strong possibility that the limit value could be exceeded in subsequent years unless existing initiatives continue and additional appropriate measures are considered and implemented. It</p>	Additional sentence will not involve land use activities with the potential to result in likely significant effects on European Sites

	should be noted that nitrogen dioxide levels for 2020 have not exceeded EU limit values, and the results to date for 2021 do not indicate an exceedance.	
	Appendix B - Public Consultation Report and Analysis Appendix B1 – Consultation Hub Responses Summary Report Appendix B2 – Organisations listed in Consultation Response Appendix B3 – Analysis of Public Consultation Submissions against Themes, Responses and Actions	Additional appendices presents information arising from the public consultation process. These will not involve land use activities with the potential to result in likely significant effects on European Sites

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