DUBLIN AIRPORT LOCAL AREA PLAN

JANUARY 2020

APPENDIX 5

SCREENING REPORT FOR APPROPRIATE ASSESSMENT

Fingal Development Plan 2017 - 2023

Comhairle Contae Fhine Gall
Fingal County Council

Contents

Tables

Figures

Appendices

1 INTRODUCTION

1.1 Background

As the statutory planning authority for Dublin Airport, Fingal County Council is responsible for the delivery of a land use planning framework that is cognisant of all national and local guidance to ensure that future development and land use are assessed in terms of their environmental sustainability and that the potential impacts on neighbouring communities/land-users are appropriately considered. Fingal County Council has prepared a Dublin Airport Local Area Plan (LAP) in the interest of providing a planning framework to ensure that future development and land use within the LAP are assessed in terms of their environmental sustainability and that the potential impacts on neighbouring communities/land-users are appropriately considered.

The Dublin Airport LAP sits within a hierarchy of local planning documents. The LAP, which will be the statutory framework against which future development will be assessed within the LAP territory, is being prepared in line with the objectives of the Fingal Development Plan 2017-2023 (hereafter referred to as the FDP 2017-2023), and other relevant International, National and regional guidelines.

Nestled below the LAP is the Dublin Airport Central Masterplan 2016, a non-statutory plan, whilst providing the framework for the future development of Phases 1 and 2 of Zone 1 of these strategically located lands. Future development shall be guided by Development Plan policies and objectives in relation to the requirements of the High Technology (HT) Zoning Objectives with the FDP 2017-2023, realising the Vision for HT zoned lands, and complying with the stipulations of Objective ED94 and ED95. There is no time limit specified for the masterplan and the delivery of potential projects/developments within the development framework of the masterplan lands will be gradual. They are however subject to the objectives of higher-level plans including the draft Dublin Airport LAP and the Fingal Development Plan.

1.2 Scope of this Report

RPS have been commissioned by Fingal County Council (FCC) to provide an environmental analysis of the LAP during the early stages of its development and to produce a Screening for Appropriate Assessment (AA) report. This report will inform FCC's AA screening of the LAP.

This report has been prepared to accompany the Dublin Airport LAP and comprises an assessment of whether the Dublin Airport LAP, individually or in combination with other plans or projects is likely to have significant effects on European sites. The assessment will be carried out in accordance with the legal context outlined in **Section 1.3**.

1.2.1 Aims of the Report

The specific aims of this report are:

- To identify the European sites (within the Natura 2000 site network) that occur within the zone of influence of the Dublin Airport LAP;
- To identify possible connections or pathways between the sensitivities of individual European sites and the implications for the policies and objectives of the Dublin Airport LAP; and
- To ascertain whether the implementation of the policies and objectives of the Dublin Airport LAP would, alone or in combination, result in likely significant effects on the European sites in terms of impacting on their Conservation Objectives and ultimately impairing site integrity.

1.3 Legislative Context for Appropriate Assessment

1.3.1 European Sites

The Council Directive 92/43/EEC on the Conservation of Natural Habitats and of Wild Fauna and Flora, better known as "The Habitats Directive", provides legal protection for habitats and species of European importance. Articles 3 to 9 provide the legislative means to protect habitats and species of Community interest through the establishment and conservation of a European Union (EU)-wide network of sites known as the Natura 2000 network. These sites include the following;

- Special Areas of Conservation (SACs) designated for habitats, plants, and non-bird species, under the Habitats Directive (92/43/EEC); and
- Special Protection Areas (SPAs) designated for bird species and their habitats, under the Birds Directive (79/409/ECC as codified by Directive 2009/147/EC).

The Habitats Directive has been transposed into Irish law principally through Part XAB of the Planning and Development Act 2000 (as amended) in relation to land use planning and the European Communities (Birds and Natural Habitats) Regulations (S.I. No. 477/2011) as amended. SACs and SPAs are collectively referred to as European Sites under the transposing Irish Legislation.

1.3.2 Appropriate Assessment

1.3.2.1 European Context

Articles 6(3) and 6(4) of the Habitats Directive set out the decision-making tests for plans and projects likely to have a significant effect on or to adversely affect the integrity of European sites (Annex 1.1). Article 6(3) establishes the requirement for AA:

"*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 or 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 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) states:

If, in spite of a negative assessment of the implications for the [European] 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, Member States 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."

1.3.2.2 National Context

In the context of the proposed Dublin Airport LAP, the requirement to screen for AA under the Habitats Directive is transposed by the Planning and Development Acts (2000 to 2018 as amended); 'the Planning Acts', and the Planning and Development Regulations (2001 to 2018, as amended).

Under Section 177U (5) of the Planning and Development Acts 2000-2018, as amended ('the Planning Acts'), the competent authority (in this case, Fingal County Council) shall determine that an AA of a proposed LAP is required if it cannot be excluded, on the basis of objective information, that the proposed LAP, individually or in combination with other plans or projects, will have a significant effect on a European site(s).

1.3.2.3 Role of the Competent Authority

The competent authority is obliged to assess whether the Dublin Airport LAP, individually or in combination with other plans or projects, is likely to have a significant effect on a European site. This is done by examining the proposed LAP and the Conservation Objectives of any European Sites that might potentially be affected. If the Screening for AA determines that there is likely to be significant effects on any European site or there is uncertainty regarding the significance of effects, then an AA must be carried out for the plan or project, including the compilation of a Natura Impact Statement (NIS) or Natura Impact Report (NIR) in the case of land plans to inform the AA determination.

1.3.2.4 Overlap with the Strategic Environmental Assessment

The Strategic Environmental Assessment (SEA) for the Dublin Airport LAP is being carried out concurrently (by a separate Consultancy retained by Fingal County Council) with the AA process. There are undoubted overlaps and in accordance with best practice, an integrated process of sharing gathered data has occurred. In addition, issues relevant to the wider biodiversity of the county e.g. ecological stepping stones has been discussed in the SEA environmental report.

1.3.2.5 Stakeholder Engagement

The merits of acquiring information and/or data to inform determination of the AA process are widely recognised. The benefit of early stakeholder engagement as a tool to gather data and disseminate information is widely recognised. As part of the statutory consultation for the SEA, the Environmental Protection Agency have been informed of Fingal's plan through the SEA scoping process. Fingal have committed to undertaking the process of AA. Once complete, the AA screening will be forwarded to statutory consultees for comment and discussion in advance of full AA, if that is the conclusion of the screening process.

1.4 Stages of Appropriate Assessment

Stage 1: Screening for Appropriate Assessment

This process identifies whether the proposed project or plan is directly connected to or necessary for the management of a European site(s) and identifies whether the development is likely to have significant impacts upon a European site(s) either alone or in combination with other projects or plans.

The output from this stage is a determination for each European site(s) of not significant, significant, potentially significant, or uncertain effects. The latter three determinations will cause that site to be brought forward to Stage 2.

Stage 2: Appropriate Assessment

This stage considers the impact of the proposed project or plan on the integrity of a European site(s), either alone or in combination with other projects or plans, with respect to: (i) the site's conservation objectives; and (ii) the site's structure, function and its overall integrity. Additionally, where there are adverse impacts, an assessment of the potential mitigation of those impacts is undertaken.

The output from this stage is a NIS or NIR in the case of land plans. This document must include sufficient information for the competent authority to carry out the AA. If the assessment is negative, i.e. adverse effects on the integrity of a site cannot be excluded, then the process must consider alternatives (Stage 3) or proceed to Stage 4.

Stage 3: Assessment of Alternative Solutions

This process examines alternative ways of achieving the objectives of the project that avoid adverse impacts on the integrity of the European site. This assessment may be carried out concurrently with Stage 2 in order to find the most appropriate solution. If no alternatives exist or all alternatives would result in negative impacts to the integrity of the European sites, then the process either moves to Stage 4 or the project is abandoned.

Stage 4: Imperative Reasons of Overriding Public Interest

This stage of the AA process is undertaken when it has been determined that a plan or project will have adverse effects on the integrity of a European site, but no alternatives exist. This stage includes the identification of compensatory measures where, in the context of Imperative Reasons of Overriding Public Interest (IROPI), it is deemed that the project or plan should proceed.

2 DUBLIN AIRPORT LAP – AN OVERVIEW

2.1 Description of the Dublin Airport Local Area Plan 2020-2026

Fingal County Council is preparing a Dublin Airport LAP 2020-2026, in the interest of providing a planning framework to ensure that future development and land use proposals within the LAP area are assessed in terms of their environmental sustainability and that the potential impacts on neighbouring communities/land-users are appropriately considered. There is now a far greater emphasis on managing environmental effects, climate change mitigation and adaptation, environmental protection and sustainability. This emphasis stems from a range of United Nations (UN) and European Union (EU) directives and initiatives and associated changes in Irish planning and environmental legislation.

Dublin Airport has grown significantly in size and importance since the adoption of the last LAP in 2006, and there has been considerable change in the wider landscape of Fingal. The airport is recognised as a major employment cluster, of considerable economic importance in Fingal and the wider Dublin Region, whilst it is recognised as a nationally important strategic business location.

Maintaining the Airport's strategic role as a transport hub and economic driver within the local and national context requires a number of short-medium term expansion projects to be facilitated while also safeguarding for the airport's long-term development. Furthermore, it is considered that the growth of the airport cannot be considered without appropriately protecting the existing environment. This is a long term requirement, but the LAP is framed within a 6 year period. With this in mind, Fingal County Council is incorporating a long-term vision as the overarching framing device for Dublin Airport LAP policy to ensure that future growth is developed in a sustainable manner for the benefit of all stakeholders and neighbouring communities.

The LAP provides an opportunity to update the strategy to facilitate the continued growth of Dublin Airport in line with relevant aviation, planning and environmental policy within the context of a sustainable growth framework. The LAP will be in effect for a period of 6 years following its adoption. This LAP provides a framework to guide the short to medium term development of Dublin Airport up to 2027 within the context of a long-term vision to 2050.

The LAP will provide a detailed planning framework to:

- Facilitate the capacity enhancements and operational improvements that are required within the short to medium term for Dublin Airport to:
  - Continue to operate safely and efficiently;
  - Respond flexibly to changing operational requirements including new generation aircraft;
  - Keep pace with the anticipated growth in demand; and
  - Develop as a secondary European hub.
- Outlines the community, environmental and supporting infrastructure and surface access measures necessary to support the airport's growth, consistent with:
  - Sustainable development principles;
  - Appropriate noise and environmental measures designed to protect public health; and
  - Ensuring high quality surface transport access to the airport.

The LAP specifically considers the environmental effects associated with airport growth at global level (the need to reduce emissions, tackle climate change and build resilience to the impacts of climate change) and at local level (noise, air quality, water quality, waste, traffic, natural and built heritage and community).

Fingal County Council intends to publish its proposed draft variation number 1 to the FDP 2017-2023 in respect of noise zones associated with Dublin Airport. The proposed noise zones are shown in **Appendix D**.

The draft LAP recognises that uncongested surface access and increased use of public transport greatly reduces the environmental impacts of airports and are also essential to their sustainable growth. The draft LAP also includes a number of proactive objectives intended to manage environmental effects, and a requirement to ensure that all plans or projects arising out of the implementation of the draft LAP which could, either individually or in-combination with other plans and projects, have a significant effect on a European site or sites be subject to Screening for AA.

The South Fingal Transport Study 2019 was carried out on behalf of Fingal County Council to inform the LAP process in accordance with the requirements of the FDP 2017-2023, as well as the transport strategy of the National Transport Authority. The study seeks to aid the proper planning and sustainable development of the South Fingal area including Dublin Airport lands through providing a coherent sustainable transport and smarter travel approach. The study identifies the key transport infrastructural requirements needed to facilitate the planned growth of the airport to 2027. A graphical representation of the Dublin Airport Surface Access projects proposed in support of ensuring access to the LAP lands is maintained is included in **Appendix E**. The Dublin Airport LAP is underpinned and informed by the findings and recommendations of the transport study[1].

The Dublin Airport LAP Strategic Flood Risk Assessment (SFRA) and Surface Water Management Plan (SWMP) is presented as a joint report as the issues are intimately linked to each other. The unified report evaluated and quantified flood risk of the area. Following on from guidance, the SFRA assessment provides recommendations for development management for highly and less vulnerable development within Flood Zones A and B and informs policy through the development of objectives to manage flood risk within the draft LAP territory. The assessment and recommendations of the SWMP are aimed at:

- Minimising the residual risk where possible at each new development site;
- Ensuring that there are no increased flood risks upstream or downstream of new development;
- Consider Sustainable Drainage System options to existing and future developments; and
- Maintain the existing greenfield run-off rates or potentially even reduce the amount of surface water entering the drainage system already in place.

The LAP, which will be the statutory framework against which future development will be assessed within the LAP territory, is being prepared in line with the objectives of the FDP 2017-2023, and other relevant International, National and regional guidelines. It comprises a written statement and associated documents, maps and environmental assessments including SEA, AA Screening and Strategic Flood Risk Assessment[2] along with objective for the zoning of land for particular purposes, infrastructural requirements and others to ensure proper planning and sustainable development of the area.

The Dublin Airport LAP is divided into a number of chapters. Each chapter provides a narrative of the specific focus of the plan and the elements that are key to the understanding of the LAP. Accordingly, some chapters provide objectives for which the future direction and proposals for development must demonstrate compliance with the Fingal Development Plan 2017-2023 (as varied) in order to achieve sustainable development that positively manages environmental effects. A listing of the objectives accompanying each of the chapters listed below is included in **Appendix B**.

[1] Systra (2019). *South Fingal transport study*. Report prepared for Fingal County Council.

[2] JBA Consulting (2019). *Dublin Airport Local Area Plan – Strategic Flood Risk Assessment and Surface Water Management Plan*. Report prepared for Fingal County Council.

- Chapter 1 – Introduction
- Chapter 2 – Dublin Airport in Context
- Chapter 3 – Forecasts and Capacity Constraints
- Chapter 4 – Vision and Strategic Objectives
- Chapter 5 – Transition to a Low Carbon Economy
- Chapter 6 – Economic Impact of Dublin Airport
- Chapter 7 – Airport Infrastructure
- Chapter 8 – Surface Access and Transportation
- Chapter 9 – Environment and Community
- Chapter 10 – Next Steps

Appendices

1: Strategy for St Margaret's Special Policy Area

2: Fingal Development Plan 2017-2023 Objectives Relating to Dublin Airport

3: References

4: Strategic Environmental Assessment

5: Appropriate Assessment Screening Report

6: Strategic Flood Risk Assessment and Surface Water Management Plan

2.2 Overview of the Receiving Environment

The wider Zone of Influence (ZoI) of the LAP lands are situated in close proximity to Swords, the county Capital and one of the centres of growth and development within the county. The LAP lands are bounded by the M1 motorway to the east (north of the M50/M1 interchange) and the R132 Swords road, northwards of the Airport roundabout. Its northern boundary is defined by the locally remodelled Naul Road which follows the northern perimeter of the existing airfield but includes the lands centred on Barberstown where the consented northern runway is under construction. The western boundary of the LAP is defined by lands in the townland north of the exiting Kingstown Cross roads, where it heads in a southerly direction towards St Margaret's (this special policy area is contiguous with the western boundary of the draft LAP) and on to the intersection with the R018 in the townland of Shanganhill. The southern boundary of the LAP lands follows the R108 (along the airfield's southern perimeter) through the townland of Harristown, before heading onto the local Old Airport Road which continues until the intersection with the M1 north of Dardistown

Since the previous Dublin Airport LAP was adopted in 2006, the airport has grown significantly in both size and national importance. It is considered an essential infrastructural asset and of considerable importance to the national global connectivity by virtue of its location, 10km north of Dublin city and within easy accessibility of a far wide populace than the Capital. More recently, there have been considerable changes in the overall landscape of the airport lands with commencement of the construction of the consented northern runway underway.

The Dublin Airport LAP lands (comprising 1084ha) (**Figure 1**) is largely covered by a single zoning, namely DA - airport. Some of the lands within the airport campus, to the east of the main terminal are zoned High Technology and are, in part, covered by a masterplan, which has framed a considerable level of development outside of the airfield. In the wider areas outside of the LAP boundary, the lands are highly developed characterised by a range of zonings including General Employment, Green Belt, Open Space and Food park. And despite the increasingly urbanised or developed setting of much of the lands around the Airport, there remains a rural element to the north and west of the airport including St Margaret's Special

Policy Area. The inclusion of St Margaret's Special Policy Area to the western end of the LAP boundary reflects the intimate association of this once rural village and the increasing pressure to which the expansion of the airport has upon it. The lands are zone Rural, with peripheral lands zoned Green belt.

The predominant landuse within the boundary of the LAP is characterised by landside and airfield infrastructure including terminals, runways, taxiways, aprons, buildings and managed airfield grass. In addition to the main airport operations, a number of other uses have greatly expanded or become established and other associated elements include car parking, offices, logistics, aviation-related business and hospitality, largely in the form of hotels. Other supporting infrastructure include a network of roads, carparks, water and wastewater treatment facilities, watercourses (culverted and open) as well as some peripheral leased agricultural lands.

Although easily accessible by a number of transport options, access to Dublin airport is less than sustainable. Capacity constraints at the airport are predicted to limit the rate of growth and it is suggested that they can be harmful to the long term economic competitiveness of the airport. The access network for the airport is reliant on a number of modes of transport, bus and coach, taxi, and private car although private cars account for a considerable percentage. There is currently no direct rail link to the airport. Although the construction of the proposed Metrolink may commence before the end of the 6 year term of the draft LAP it will not be operational and there will be a reliance on cars, although the draft LAP is attempting to focus on less impactful forms of transport solutions, largely public transport and improved road prioritisation, coupled with a reduction on the reliance of additional car parking to satisfy future growth.

2.2.1 Watercourses & Surface Water Quality

Much of the LAP territory is located within the Liffey and Dublin Bay Catchment, (and Mayne_SC_010 subcatchment) although some of the land to the North western part of the LAP is situated within the Nanny-Delvin catchment and Broadmeadow_SC_010 sub-catchment.

The LAP falls within four main river catchments, which have a number of watercourses that drain the subject lands. Within these four principal river "catchments", a number of smaller streams (largely modified), culverts and surface water drains are dived into sub-catchment which drain various parts of the airport.

- The Ward River discharges into the Malahide Estuary
  - The Forrest Little River is located to the north of the airport lands, although it receives mainly unattenuated flows from the airfield. The new north runway will incorporate a new drainage system and all paved areas associated with the new runway will be directed to the Forrest Little subcatchment.
  - The Barberstown stream & St Margaret's stream drain the northern western and western part of the LAP lands part of the site.
- The Sluice River discharges into Baldoyle Bay. Its catchment includes the Wad Stream (to the north eastern part of the LAP lands and the Kealys Stream (eastern part of the LAP lands underneath) both which largely drain built areas, but for which some physical connection is known, owing to an historical flooding event.
- The Mayne River discharges in to Baldoyle Bay. It includes the Cuckoo stream, and in whose catchment much to the airfield runoff from existing runways, taxiways, and terminals discharges into.
- The Santry River, which is located to the southern boundary of the airport lands, would drain runoff ultimately discharging into Dublin Bay at Raheny.

Not all watercourses are assessed by the EPA e.g. Kealys and Wad Streams. Those that are sampled are typically rated as "Poor" for the period 2010-2015, although the upper tributaries of the Ward River in the North Western part of the LAP lands are ranked as "Good". The poor quality is attributable to the nature of

the urbanised landscape and level of development in the area. The Cuckoo stream, which receives a large portion of water to be discharged from the existing runway and hardstanding areas, is monitored by Dublin airport authority. In documents supplied to Fingal, the effluent discharge licence report (WPS/F/339) reports a number of exceedances of its licenced discharge. These typically correspond to winter months, when it is wetter.

2.2.2 Ground Water Quality

A considerable portion of the lands within the LAP boundary is underlain by Carboniferous limestone and shallow limestone aquifers are at risk from groundwater contamination. The subsoils or quaternary sediments across much of the airport lands is characterised by modified/made ground as might be expected in a long established airport, while rural lands area characterised by or occasionally gravel derived from limestones, as well as shallow bedrock. The soils are grey brown podzolics and brown earths and surface water gleys as well as some lithosols.

The LAP lands are covered by two groundwater bodies namely; Swords groundwater Body (IE_EA_G_011) which is rated as Good and the Dublin groundwater body (IE_EA_G_008), also rated as Good. Two localised areas of poor groundwater, associated with Industrial facility namely – IE_EA_G_086 (Industrial facility (P0480-02)) which is centred on the north eastern part of the airport campus, and IE_EA_G_062 (Industrial facility (P0014-03)) centred on Swords.

2.2.3 Flood Risk Management

The preparation of the SFRA and SWMP which accompanies the draft LAP identified current flood extents across the LAP lands. Evidence of historical fluvial flooding was identified, particularly sections of the Cuckoo stream and the Forrest Little stream. The highly modified Cuckoo stream receives considerable surface water runoff, including airport contaminants such as de-icing fluids etc. A number of upgrades have been carried out to increase capacity and ensure that localised flooding is diminished.

The analysis of the LAP territory identified isolated areas of pluvial (rain-based) flooding, although it could not account for overland flows. Further modelling identified a number of areas where the risk of pluvial flooding is “High”. Proposed continued development of the territory requires that further modelling be undertaken.

Given the developed nature of parts of the airport, groundwater flooding is limited although groundwater vulnerability ranges from “Low” to “Extreme” are noted across the LAP lands.

2.2.4 Sustainable Urban Drainage

The EU Water Framework Directive (WFD) 2000/60/EC is concerned with the protection of aquatic ecosystems through the prevention of further deterioration in the status of waters, groundwater and ground-water dependant ecosystems, as well as the restoration of waterbodies to “good status”.

In order to reduce surface water runoff and minimise the risk of flooding, the LAP lands shall be required to be developed in accordance with SUDS principles in compliance with the Greater Dublin Strategic Drainage Strategy[3]. The approach of using SuDS may be summarised as offering a “total” solution to rainwater management. SuDS measures are designed to prevent pollution of watercourses and to slow run-off from sites, thereby helping to prevent downstream flooding and improve water quality, which is of considerable benefit to biodiversity. In terms of the LAP lands there will be increasing emphasis on treatment volumes and processes within the LAP lands as well as peak flow rates.

[3] http://www.greaterdublindrainage.com/wp-content/uploads/2011/11/GDSDS-Final-Strategy-Report-April-051.pdf

2.2.5 Water Supply

The water supply for the environs of Dublin Airport is served by trunk mains from the Ballycoolin Reservoir supply areas. Airport demand is met with supply from an internal reservoir and boosting system. At present it is considered that the wider area including Dublin airport has capacity to cater for future growth and that there are no constraints in terms of supplying water. Furthermore, Irish Water is proposing a long term water supply scheme for the greater Dublin region to ensure long term capacity to cater for sustainable development within the region including the LAP lands.

2.2.6 Foul Drainage

The airport is situated within the catchment of the North Fringe Sewer (NFS), with effluent treated at Ringsend. The plant is operating at or near design capacity. The NFS falls within the Sutton Pump Station drainage area plan boundary (which is currently being prepared by Irish Water) and will assess the capacity for future growth within the catchment. Notwithstanding the fact that the Greater Dublin Drainage project may commence development in the near future, it is likely that future growth within the Airport LAP boundary (and elsewhere) will be constrained until such time that capacity issues are resolved.

2.2.7 Air Quality

Notwithstanding the core nature of the airport the two main factors impacting on air quality around Dublin Airport LAP territory relate to operational impacts of the airport and the construction impacts arising from future development to support continued growth including supporting access infrastructure that caters for improved access to the airport. Following on from International regulations, the draft LAP includes objectives for the air quality within the context of Dublin airport and its environs. It includes for the retention of vegetation including trees and hedgerows for both improving air quality and providing a valuable wildlife resources in an increasingly developing urban setting.

2.2.8 Noise

By its very nature, noise is an unavoidable issue for airports. The increasing development of the wider Fingal landscape and concentration of development around centres of conurbation, and areas of key employment such as the airport, coupled with the construction of the second or northern runway in 2022, will likely lead to increased noise pollution if unabated. The existing inner and outer noise zones contained in the Fingal Development Plan are proposed to be revised to reflect environmental considerations, to allow for effective management of development proposals within the draft LAP boundary and in the wider landscape.

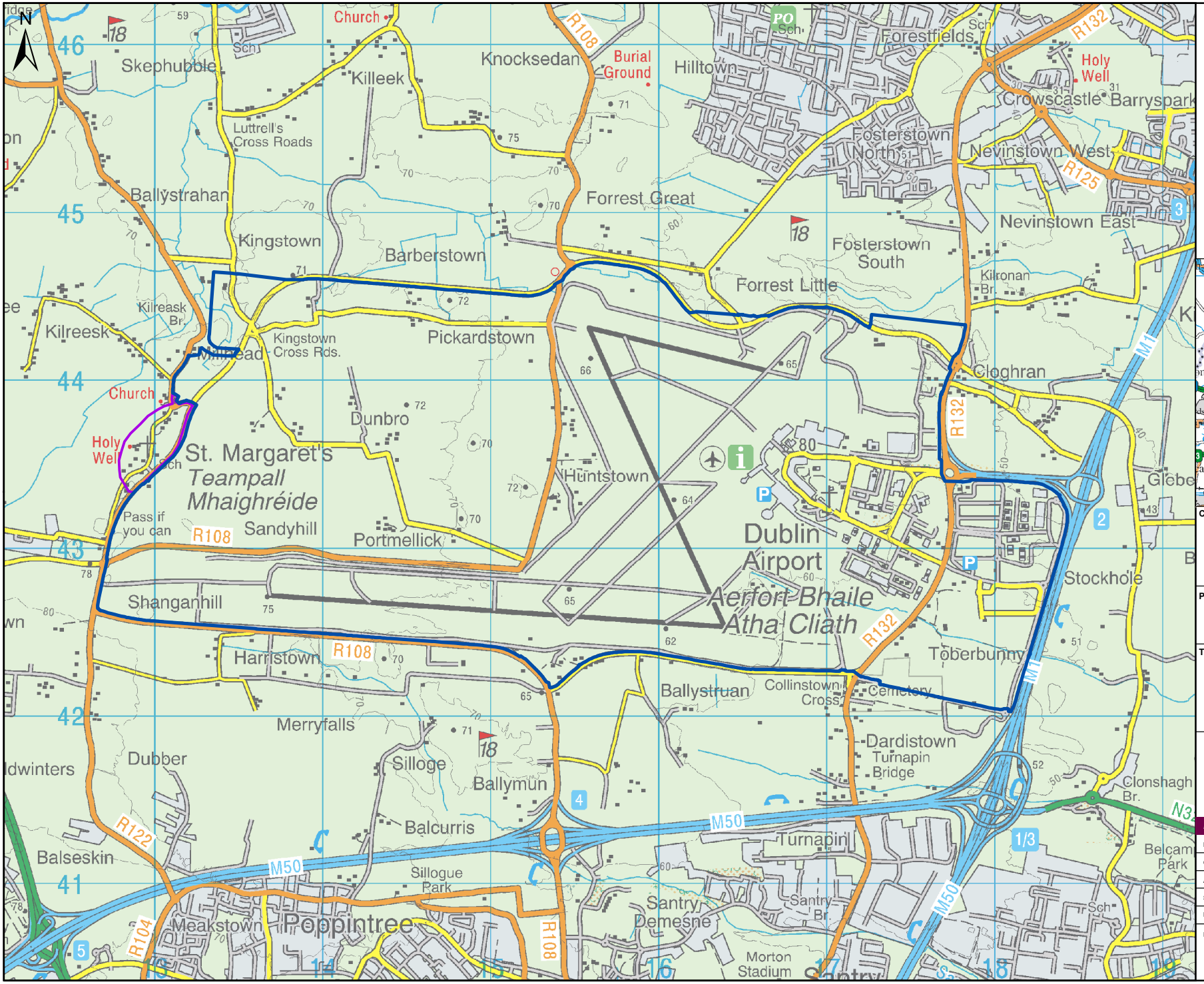
2.2.9 Built and Natural Heritage

Despite the ever changing nature of Dublin airport, and following from the vision of the FDP 2017-2023 to protect, conserve and enhance the wider County's natural heritage in terms of its biodiversity, landscapes and geological heritage, the LAP lands support a range of habitats and associated biodiversity. The management of the airfield follows the Dublin Airport Wildlife and Habitat Management Plan (WHMP)[4], which documents the approved management controls for the safe operation of the airport. It is primarily concerned with bird control and reducing the potential for bird strikes. Other elements covered by the plan include the management of open grasslands to discourage ground nesting birds, as well as the annually licenced capture and release of Irish hare.

The built environment within and outside the airport has limited scope for biodiversity given the level of disturbance from humans, lighting etc. However, birds and common mammals are known to frequent the LAP lands, and Hare and Fox are not uncommon in carparks.

[4] Dublin Airport Aerodrome Manual, Airport Direction D-O Wildlife Habitat Formerly Direction 26 Wildlife & habitat Management. Unpublished report

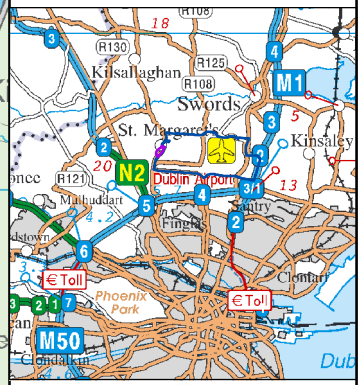
Outside of the airfield, there remains potential for biodiversity notwithstanding the largely developed nature of parts of the LAP lands. The wildlife requirements codified under a number of objectives within the FDP 2017-2023 objectives requires that biodiversity is conserved and ideally enhanced in so far as is compatible with the safe and efficient running of the airport. In this regard it is important to ensure that new land take is minimised and that mitigation, where required should take place within or as close as is practical to the LAP territory. In this way, impacts to biodiversity can be minimised and the ecological network which connects the wider county with designated sites is maintained.



Legend

- Dublin Airport LAP
- St Margarets Special Policy Area

Data Source: Fingal County Council.



Client

Comhairle Contae Fhine Gall
Fingal County Council

Project

Dublin Airport LAP

Title

Figure 1

Location Map & St Margarets Special Policy Area

West Pier Business Campus,
Dun Laoghaire,
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Issue Details

Drawn By: NO'N	Project No. MDR1400
Checked By: TR	File Ref:
Approved By: TR	MDR1400Arc0001A01
Scale: 1:30,000 @ A4	Projection:
Date: 19/06/2019	ITM (IRENET95)

3 METHODOLOGY

3.1 Appropriate Assessment Guidance

EU and national guidance exist in relation to Member States' fulfilling their requirements under the EU Habitats Directive, with particular reference to Article 6(3) and 6(4) of that Directive. The methodology followed in relation to this AA has had regard to the following guidance:

- Appropriate Assessment of Plans and Projects in Ireland: Guidance for Planning Authorities. Department of Environment, Heritage and Local Government (DoEHLG, 2010);
- Communication from the Commission on the Precautionary Principle (EC, 2000);
- Managing Natura 2000 Sites: the provisions of Article 6 of the 'Habitats' Directive 92/43/EEC (known as MN2000), Office for Official Publications of the European Communities, Luxembourg (EC, 2018);
- 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. Office for Official Publications of the European Communities, Brussels (EC, 2001);
- Guidance document on Article 6(4) of the 'Habitats Directive' 92/43/EEC – Clarification of the concepts of: alternative solutions, imperative reasons of overriding public interest, compensatory measures, overall coherence, opinion of the Commission (EC, 2007);
- Nature and biodiversity cases: Ruling of the European Court of Justice (EC, 2006);
- Interpretation Manual of European Union Habitats. EUR 28. European Commission (EC, 2013); and
- Article 6 of the Habitats Directive: Rulings of the European Court of Justice (EC, 2014).

There have been significant changes to AA practice since both the EC (2001) and the DoEHLG guidance (2010), arising from practice and rulings in European, UK and Irish courts. The following issues have been addressed in the preparation of this report:

- When considering whether a European site can be screened out, the competent authority cannot take into account any measures intended to avoid or reduce the harmful effects of the proposed development (i.e. mitigation measures)[5]; however, a 2019 Irish High Court consideration[6] concluded that Sustainable Drainage Systems (SuDS) are "*as a matter of fact and law… not mitigation measures which a competent authority is precluded from considering at the stage 1 screening stage*";
- The screening must consider the cumulative impacts of any development: that already exists; for which a planning application has been made; which the applicant for permission intends to make an application in the future; and, which is a matter of public record and which is planned to be implemented in the future;
- Consideration of the cumulative effects of plans, including local area plans;
- Where an element of the proposed development is missing design detail or subsequent agreements, the assessment should assume the worst-case scenario (i.e. the design with the greatest environmental impact); and
- Making of findings explicit[7].

[5] *People Over Wind v Coillte Teoranta* (Court of Justice of the EU, case C-323/17)

[6] *Kelly v An Bord Pleanála & anor* [2019] IEHC 84 (High Court)

[7] *Connelly v An Bord Pleanála* [2018] IESC 31 (Supreme Court)

3.2 Relevant European Sites

The identification of relevant European sites to be included in this report was based on the identification of the ZoI of the LAP, a source-pathway-receptor model of effects, and the likely significance of any identified effects. The European sites identified in the ZoI of the LAP are all within the same hydrological catchment (Liffey-Dublin Bay catchment and Nanny-Delvin catchment). **Figure 2** shows all of the European sites within and beyond the draft LAP boundary. **Table 1** presents a summary of the European sites within the ZoI of the project. Full details for all European sites within the ZoI including Qualifying Interests (QI) and Special Conservation Interests (SCI) are provided in **Appendix A.**

3.2.1 Zone of Influence

The proximity of the proposed LAP lands to European sites, and more importantly QIs/SCIs of the European sites, is of importance when identifying potentially likely significant effects. During the initial scoping of this report, a 15 km ZoI was applied for impact assessment. The ZoI is measured from the peripheral boundary of the LAP lands. A conservative approach has been used, which minimises the risk of overlooking distant or obscure effect pathways, while also avoiding reliance on buffer zones (e.g. 15 km), within which all European sites should be considered. This approach assesses the complete list of all QIs/SCIs of European sites in Ireland (i.e. potential receptors), instead of listing European sites within buffer zones. This follows Irish departmental guidance on AA:

"*For projects, the distance could be much less than 15 km, and in some cases less than 100m, but this must be evaluated on a case-by-case basis with reference to the nature, size and location of the project, and the sensitivities of the ecological receptors, and the potential for in combination effects*" (DoEHLG, 2010; p.32, para 1).

The ZoI of the draft LAP on mobile species (e.g. birds, mammals, and fish), and static species and habitats (e.g. saltmarshes, woodlands, and flora) is considered differently. Mobile species have 'range' outside of the European site in which they are QI/SCI. The range of mobile QI/SCI species varies considerably, from several metres (e.g. in the case of whorl snails *Vertigo* spp.), to hundreds of kilometres (in the case of migratory wetland birds). Whilst static species and habitats are generally considered to have ZoIs within close proximity of the draft LAP, they can be significantly affected at considerable distances from an effect source; for example, where an aquatic QI habitat or plant is located many kilometres downstream from a pollution source.

Hydrological linkages between the draft LAP lands and European sites (and their QIs/SCIs) can occur over significant distances; however, any effect will be site specific depending on the receiving water environment and nature of the potential impact. As a precautionary measure, a reasonable worst-case ZoI for water pollution from the LAP area is considered to be the surface water catchment. In this report, the surface water catchment is defined at the scale of Catchment Management Unit (CMU), as adopted in the River Basin Management Plan (RBMP) for Ireland 2018-2021 (DoHPLG, 2018).

3.2.2 Source-Pathway-Receptor Model

The likely effects of the Dublin Airport LAP on any European site has been assessed using a source-pathway-receptor model, where:

- A 'source' is defined as the individual element of the proposed works that has the potential to impact on a European site, its qualifying features and its conservation objectives;
- A 'pathway' is defined as the means or route by which a source can affect the ecological receptor; and
- A 'receptor' is defined as the SCI of SPAs or QI of SACs for which conservation objectives have been set for the European sites being screened.

A source-pathway-receptor model is a standard tool used in environmental assessment. In order for an effect to be likely, all three elements of this mechanism must be in place. The absence or removal of one of the elements of the mechanism results in no likelihood for the effect to occur. The source-pathway-receptor

model was used to identify a list of European sites, and their QIs/SCIs, with potential links to European site. These are termed as 'relevant' European sites/QIs/SCIs throughout this report.

3.2.3 Likely Significant Effect

The threshold for a Likely Significant Effect is treated in the screening exercise as being above a *de minimis* level[8]. The opinion of the Advocate General in CJEU case C-258/11 outlines:

"*the requirement that the effect in question be 'significant' exists in order to lay down a de minimis threshold. Plans or projects that have no appreciable effect on a European site are thereby excluded. If all plans or projects capable of having any effect whatsoever on the site were to be caught by Article 6(3), activities on or near the site would risk being impossible by reason of legislative overkill.*"

In this report, therefore, 'relevant' European sites are those within the potential ZoI of the LAP, where Likely Significant Effect pathways to European sites were identified through the source-pathway-receptor model.

3.3 Screening Process

The Screening for AA will incorporate the following steps:

- Determining whether the plan (LAP) is directly connected with or necessary to the conservation management of any European sites;
- Describing the plan;
- Identifying the European sites potentially affected by the project or plan;
- Identifying and describing any potential effects of the project or plan on European sites, alone, in-combination and cumulatively with other plans/projects; and
- Assessing the likelihood of significant effects on European sites.

3.4 Timeframe for Screening

It is a statutory obligation that the plan should only be permitted, if through the AA process it can be determined that there will no significant effect on a European site or that there are imperative reasons for overriding public interest to proceed. Therefore, an AA assessment must be completed before any plan can be adopted.

[8]*Sweetman v. An Bord Pleanála* (Court of Justice of the EU, case C-285/11). A de minimis effect is a level of risk that is too small to be concerned with when considering ecological requirements of an Annex I habitat or a population of Annex II species present on a European site necessary to ensure their favourable conservation condition. If low level effects on habitats or individuals of species are judged to be in this order of magnitude and that judgment has been made in the absence of reasonable scientific doubt, then those effects are not considered to be likely significant effects

4 IDENTIFICATION OF EUROPEAN SITES

4.1 European Sites

The analysis identified a total of ten (10) Special Conservation Areas (SAC) and eight (8) Special Protection Areas SPA within the ZoI of the Dublin Airport LAP lands including those that extended beyond the administrative boundaries of Fingal. The European sites are identified in **Table 1** and their location illustrated on **Figure 2**. Full details of each of the European sites is included in **Appendix A**.

Although Natural Heritage Area (NHA) and proposed Natural Heritage Area (pNHA) are outside the scope of the AA process, they were nonetheless considered, particularly where they might act as ecological corridors or stepping stones to European sites. Similarly, other designated sites are identified (**Table 2**) although there is considerable overlap with European site designation within the ZOI. Similarly, other designation included in **Table 3** are shown to indicate overlap with European sites and the ecological sensitivity of the Fingal coastline.

The draft LAP lands straddle two WFD catchments namely the Nanny-Delvin_08 and the Liffey and Dublin Bay_09, with a number of watercourses with direct connectivity between the LAP territory and downstream European sites in Dublin Bay, the river catchment is the most likely feature with which an assessment of *Likely Significant Effects* on European sites will be considered.

Full details of European sites QI, SCI, Conservation Objectives and target attributes are included in **Appendix A**. In evaluating the LAP, the assessment has been cognisant of the conservation targets and the likely significant effects to European sites.

The sites that were scoped out in the early stages of the assessment, as identified in **Table 1,** based on consideration of the nature of the QI/SCI and their occurrence within the LAP boundary, coupled with a lack of hydrological connectivity between the designated site and the dLAP territory and or at considerable distance removed from the LAP. Although scoped out from assessment at this stage, a watching brief will be maintained during the various stages of the LAP process, until such time that it is adopted. Where necessary, these European sites may be scoped back in where a viable pathway is identified and subjected to further analysis.

Although Natural Heritage Area (NHA) and proposed Natural Heritage Area (pNHA) are outside the scope of the AA process, they were nonetheless considered, particularly where they might act as ecological corridors or stepping stones to European sites. These sites are identified in **Table 2**, and **Figure 3**. Similarly, other international designations included in **Table 3** and **Figure 3** are shown to indicate overlap with European sites and the ecological sensitivity of the Fingal coastline.

Table 1: List of European sites with the ZOI and indication of those scoped in first instance where no source pathway exists

SAC Site Name & Code	Potential Connectivity	Scoped Out*	SPA Site Name and Code	Potential Connectivity	Scoped Out*
Rockabill to Dalkey Island SAC 003000	Yes, marine connection offshore European site However, owing to nature of the QI's and by virtue of the offshore distance (10.4km) between European site and proposed draft LAP, no likely significant effect predicted.	Yes	Howth Head Coast SPA 004113	Yes, However, owing to nature of the SCI Bird species and by virtue of distance (12.8km) between European site and proposed draft LAP, no likely significant effect predicted.	Yes
Baldoyle Bay SAC 000199	Yes, Via the Cuckoo Stream, the Sluice (Forrest Little) and also the Mayne_09 south of main terminal short term carpark	No	Ireland's Eye SPA 004117	Yes, However, owing to nature of the SCI Bird species and by virtue of distance between European site and proposed draft LAP (10.5km), no likely significant effect predicted.	Yes
Howth Head SAC 000202	Yes, However, owing to nature of the QI's and by virtue of distance between European site and proposed draft LAP, no likely significant effect predicted.	Yes	Lambay Island SPA 004069	Yes, However, owing to nature of the SCI Bird species and by virtue of distance (~15km) between European site and proposed draft LAP, no likely significant effect predicted.	Yes
Lambay Island SAC 000204	Yes, However, owing to nature of the QI's and by virtue of distance between European site and proposed draft LAP, no likely significant effect predicted.	Yes	Malahide Estuary SPA 004025	Yes Hydrological connectivity via the Barberstown_08 and Dunbro (and Millhead) into the Huntstown_08 and thereafter into Ward River	No
Malahide Estuary SAC 000205	Yes. Via the Barberstown_08 and Dunbro (and Millhead) into the Huntstown_08 and thereafter into Ward River.	No	South Dublin Bay and River Tolka Estuary SPA 004024	Yes. Hydrological connectivity via the Santry River.	No
North Dublin Bay SAC 000206	Yes. Hydrological connectivity via the Santry River	No	North Bull Island SPA 004006	Yes. Hydrological connectivity via the Santry River.	No
Ireland's Eye SAC 002193	Yes, However, owing to nature of the QI's and by virtue of distance between European site and proposed draft LAP lands, no likely significant effect predicted.	Yes	Baldoyle Bay SPA 004016	Yes Hydrological connectivity via the Cuckoo Stream, the Sluice (Forrest Little) and also the Mayne_09 south of main terminal short term carpark	No
Rogerstown Estuary SAC 000208	Yes However, no hydrological connection.	Yes	Rogerstown Estuary SPA 004015	Yes Potential for SCI bird species to overfly draft LAP territory or adjacent European sites. However, no hydrological connection.	Yes
South Dublin Bay SAC 00210	Yes By association with North Dublin Bay via Santry River.	Yes			

	However, owing to nature of its QI and by virtue of its distance(9.2km) between European site and proposed draft LAP, no likely significant effect predicted.				
Rye Water Valley/Carton SAC 001398	No. No Hydrological connection.	Yes			

Table 2: National Sites within ZOI and overlap with European sites

Site Name & Code	Overlap with European site	Potential Connectivity
Rogerstown Estuary pNHA 000208	Rogerstown Estuary SAC Rogerstown Estuary SPA	Hydrological connection
Lambay Island pNHA 000204	Lambay Island SAC Lambay Island SPA	Marine connection
Portraine shore pNHA 001215	N/A	No Connection
Malahide Estuary pNHA 000205	Malahide Estuary SAC Malahide Estuary SPA	Hydrological connection
Feltrim Hill pNHA 001208	N/A	Potential Connectivity
Sluice River Marsh pNHA 001763	Connection to Baldoyle Bay SAC and SPA	Hydrological connection
Irelands Eye pNHA 000203	Ireland's Eye SAC Ireland's Eye SPA	Marine connection
Baldoyle Bay pNHA 000199	Baldoyle Bay SAC Baldoyle Bay SPA	Hydrological connection
Howth Head pNHA 000202	Howth Head SAC Howth Head Coast SPA	No connection Marine connection
North Dublin Bay pNHA 000206	North Dublin Bay SAC North Bull Islands SPA South Dublin Bay and River Tolka Estuary SPA	Marine connection
Dolphin Dublin Docks pNHA 000201	N/A	No connection
South Dublin Bay pNHA 000210	South Dublin Bay SAC South Dublin bay and River Tolka Estuary SPA	No connection
Booterstown Marsh pNHA 001205	South Dublin bay and River Tolka Estuary SPA	No connection
Dodder Valley pNHA 000991	N/A	No connection
Dalkey Coastal Zone and Killiney Hill pNHA 001206	N/A	No connection
Grand Canal pNHA 002104	N/A	Potential Connectivity
Liffey Valley pNHA 000128	N/A	Potential Connectivity
Royal Canal pNHA 002103	N/A	Potential Connectivity
Santry Demense pNHA 000178	N/A	No connection
Rye Water Valley/Carton pNHA 001398	Rye Water Valley/Carton SAC	No connection

Table 3: Other Sites of Conservation Importance within ZOI and overlap with European sites

Site Name & Code	Overlap with European site	Potential Connectivity
Rogerstown estuary RAMSAR site 412	Rogerstown Estuary SAC Rogerstown Estuary SPA	No No hydrological connection.
Broadmeadow Estuary RAMSAR site 833	Malahide Estuary SAC Malahide Estuary SPA	Yes Hydrological connectivity via the Barberstown_08 and Dunbro (and Millhead) into the Huntstown_08 and thereafter into Ward River
Baldoyle Bay RAMSAR site 413	Baldoyle Bay SAC Baldoyle Bay SPA	Yes Hydrological connectivity via the Cuckoo Stream, the Sluice (Forrest Little) and also the Mayne_09 south of main terminal short term carpark
North Bull Island RAMSAR site 406	North Dublin Bay SAC North Bull Islands SPA South Dublin Bay and River Tolka Estuary SPA	Yes. Hydrological connectivity via the Santry River.
Sandymount Strand and Tolka Estuary RAMSAR site 832	South Dublin Bay SAC South Dublin bay and River Tolka Estuary SPA	Yes. Hydrological connectivity via the Santry River.
UNESCO Biosphere reserve	Malahide Estuary SAC Malahide Estuary SPA Baldoyle Bay SAC Baldoyle Bay SPA Rockabill to Dalkey SAC Ireland's Eye SAC Ireland's Eye SPA Howth Head SAC Howth Head Coast SPA North Dublin Bay SAC North Bull Island SPA South Dublin Bay SAC South Dublin Bay and River Tolka Estuary SPA	Overlapping hydrological connectivity to the reserve.

4.1.1 Qualifying Interests/Special Conservation Interests

A full list of the QIs and SCIs for all European sites considered in the ZOI is included in **Appendix A**.

4.1.2 Conservation Objectives

The integrity of a European Site (referred to in Article 6.3 of the Habitat's Directive) whether it be a SAC) or SPA is determined based on the conservation status of the individual QIs or SCIs of the designated site.

The overarching aim of the Natura 2000 network is to achieve *Favourable Conservation Status* of conservation worthy habitats listed in Annex I and the species listed in Annex II of the Habitats Directive and/or of regularly occurring migratory bird species as well as those species defined in Annex I of the Birds Directive. It should be noted that in some situations that there is overlap in extent between certain SACs and SPAs. In that regard, the conservation objectives should be jointly considered as appropriate.

The qualifying features for each site have been obtained through a review of the Conservation Objectives (COs) available from the NPWS: http://www.npws.ie/protected-sites. The dates of the latest Conservation Objectives (COs) are included in **Appendix A**. Given the number of European sites that could potentially be impacted by the implementation of the Dublin Airport LAP, there is a considerable amount of data contained therein. A summary guidance of what encompasses the spirit of conservation objectives is presented below.

- To maintain the Annex I habitats and Annex II species for which the SAC has been selected at favourable conservation status;
- To maintain the extent of species richness and diversity of the entire SAC and for SPAs; and
- To maintain the bird species of special conservation interest (and wetlands) for which the SPA has been listed at favourable conservation status.

4.1.3 Documented Threats to European Sites

The main aspects of the draft LAP that could give rise to direct or indirect impacts to European sites are principally related to land zoning and potential developments arising out of future proposals and impacts to the hydrological environment as a result of increased resource requirement e.g. water requirements and wastewater treatment and disposal.

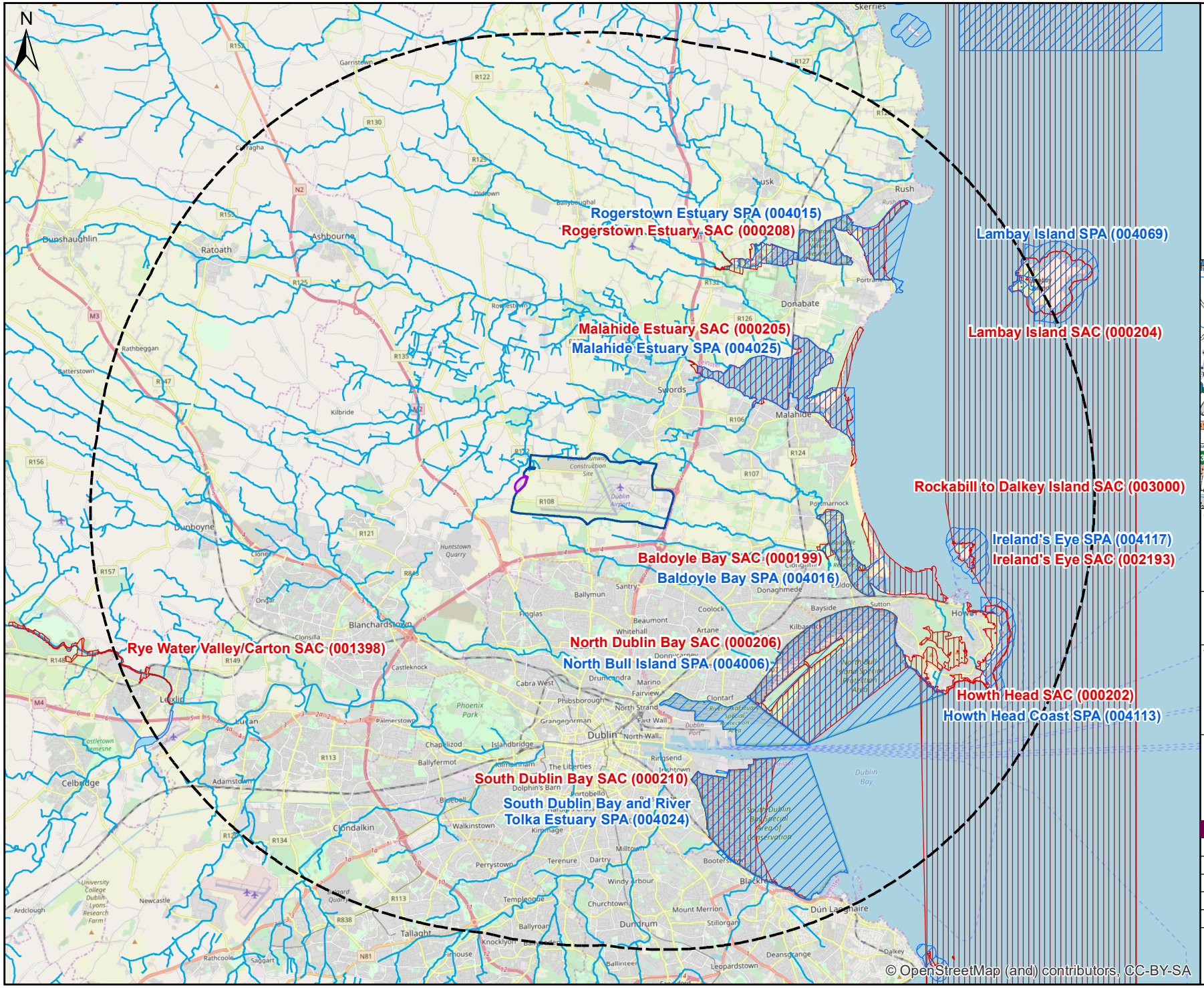
The threats and pressures on the integrity of European sites within the ZoI of the plan, as obtained through review of relevant NPWS published material including the Natura 2000 datasheets and site synopses[9]. While there is uncertainty at this high level with regard to potential developments as a result of the implementation of the LAP, many of the European sites are scoped out from further consideration, and only those European sites for which a hydrological connectivity exists are considered. Other European sites may be brought back into consideration at a later date after public consultation and amendments to the LAP. Thus, the European sites for which have been scoped in, **Table 4** lists the documented threats and pressures.

[9] https://www.npws.ie/

Table 4: Threats and pressures of European sites that have been scoped in

European Site Name (Code)	Threats and Pressures Code	Threats and Pressures Description
Baldoyle Bay SAC (000199)	D01.01.02	non-motorized nautical sports
	D01.02	roads, motorways
	F02.03.01	bait digging/collection
	J02.01.02	reclamation of land from sea, estuary or marsh
	G01.02	walking, horseriding and non-motorised vehicles
	G02.01	golf course
	I01	invasive non-native species
	K03.06	antagonism with domestic animals
	K02.03	eutrophication (natural)
	F03.01	Hunting
	E01	urbanised areas, human habitation
	E03	discharges
Malahide Estuary SAC (000205)	J02.01.02	reclamation of land from sea, estuary or marsh
	A08	fertilisation
	D01.05	bridge, viaduct
	G02.01	golf course
	I01	invasive non-native species
	E01	urbanised areas, human habitation
	G01.02	walking, horseriding and non-motorised vehicles
	D01.02	roads, motorways
	G01.03	motorised vehicles
	G01.01	nautical sports
North Dublin Bay SAC (000206)	H01.09	diffuse pollution to surface waters due to other sources not listed
	E03	discharges
	J01.01	fire and fire suppression – burning down
	A04	cultivation
	E01	urbanised areas, human habitation
	E02	industrial or commercial areas
	G05.05	intensive maintenance of public parcs /cleaning of beaches
	G01.01	nautical sports
	H01.03	other point source pollution to surface water
	F02.03.01	bait digging / collection
	G01.02	walking, horseriding and non-motorised vehicles
	F02.03	Leisure fishing
	G02.01	golf course
	I01	invasive non-native species
	K03.06	antagonism with domestic animals
Baldoyle Bay SPA (00406)	E01	urbanised areas, human habitation
	F02.03.01	bait digging/collection
	I01	invasive non-native species
	G01.02	walking, horseriding and non-motorised vehicles
	A08	fertilisation
	F03.01	hunting
	G02.01	golf course
	J02.01.02	reclamation of land from sea, estuary or marsh
	D01.02	roads, motorways
	K02.03	eutrophication (natural)
Malahide Estuary SPA (004025)	G01.02	walking, horseriding and non-motorised vehicles
	D01.04	railway lines, TGV
	E01	urbanised areas, human habitation
	I01	invasive non-native species
	J02.01.02	reclamation of land from sea, estuary or marsh
	D01.01	paths, tracks, cycling tracks
	A08	fertilisation
	D01.05	bridge, viaduct

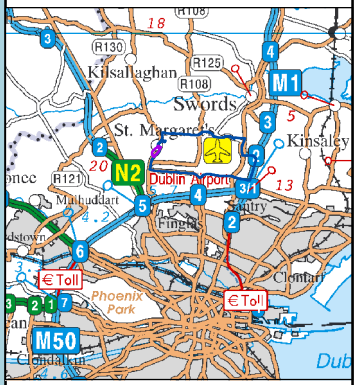
European Site Name (Code)	Threats and Pressures Code	Threats and Pressures Description
	E02	industrial or commercial areas
	G01.01	nautical sports
North Bull Island SPA (004006)	E03	discharges
	G01.02	walking, horseriding and non-motorised vehicles
	G01.01	golf course
	F02.03.01	bait digging / collection
	D01.05	bridge, viaduct
	D03.02	shipping lanes
	E02	industrial or commercial areas
	E01.04	other patterns of habitation
	D01.02	roads, motorways
	G02.01	golf course
	E01.01	Urbanised areas, human habitation



Legend

- Dublin Airport LAP
- St Margaret's Special Policy Area
- Buffer, 15km
- Special Area of Conservation (SAC)
- Source Protection Area (SPA)
- Lake Water Body
- River Water Body

Data Source: Fingal County Council; EPA; NPWS (Dec. 2019).



Client

Comhairle Contae Fhine Gall
Fingal County Council

Project

Dublin Airport LAP

Title

Figure 2

European Sites & Water Connectivity

West Pier Business Campus,
Dun Laoghaire,
Co Dublin,
Ireland.

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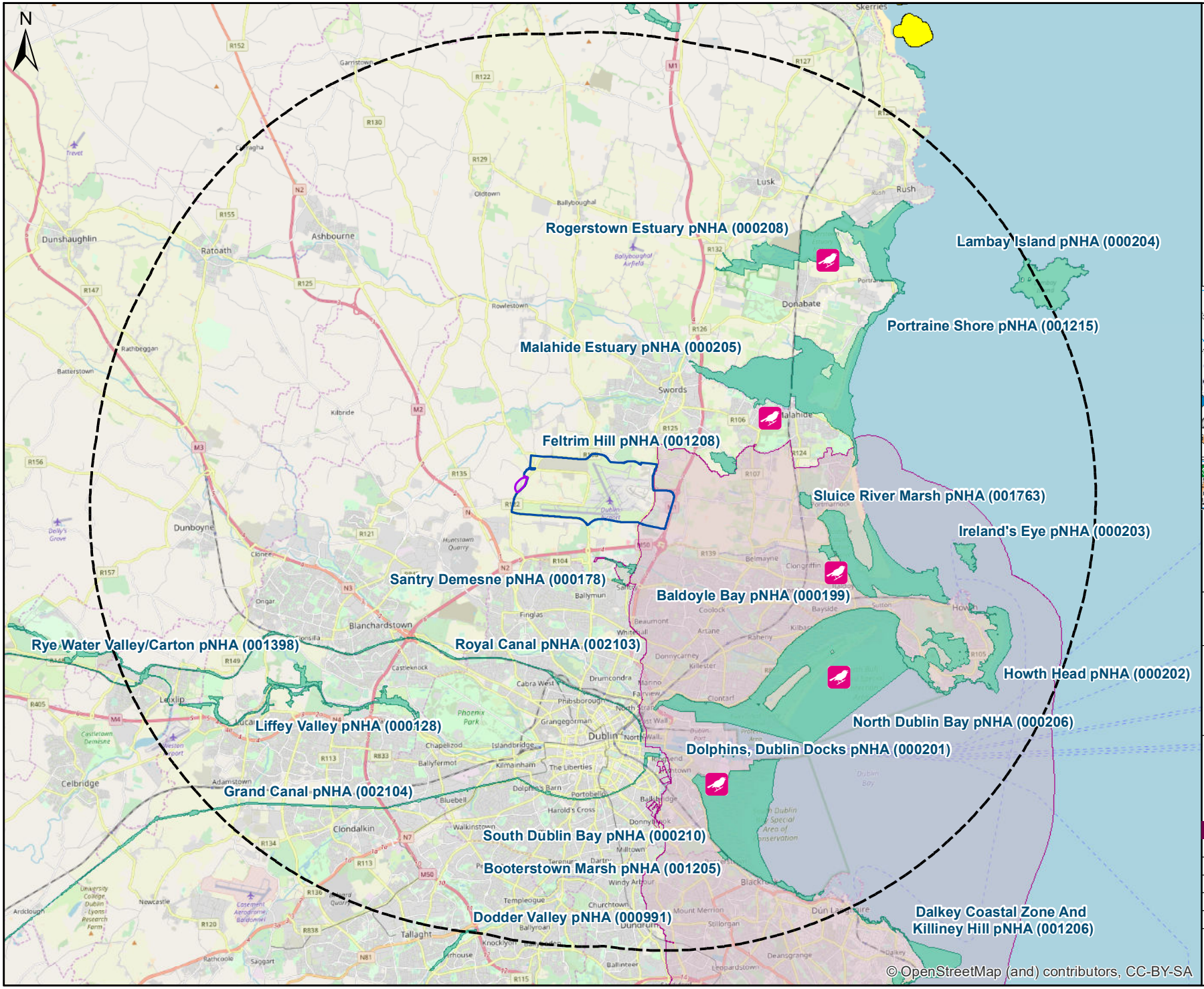
Issue Details

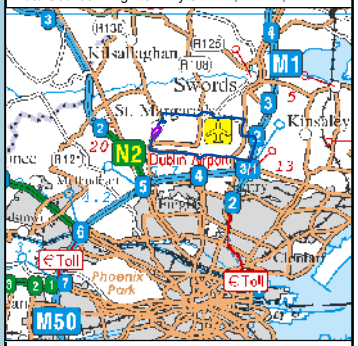
Drawn By: NO'N	**Project No.** MDR1400
Checked By: TR	**File Ref:** MDR1400Arc0002F01
Approved By: TR	**Projection:** ITM (IRENET95)
Scale: 1:180,000@ A4	
Date: 15/01/2020	



Legend

- Dublin Airport LAP
- St Margaret's Special Policy Area
- Buffer, 15km
- Proposed Natural Heritage Area (pNHA)
- Natural Heritage Area (NHA)
- UNESCO Biosphere Reserve
- Ramsar Site

Data Source: Fingal County Council; NPWS; Ramsar.



Client

Comhairle Contae Fhine Gall
Fingal County Council

Project

Dublin Airport LAP

Title

Figure 3

National Sites, Ramsar & UNESCO Biosphere Reserve

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Issue Details

Drawn By: NO'N	Project No. MDR1400
Checked By: TR	File Ref: MDR1400Arc0003A02
Approved By: TR	
Scale: 1:180,000@ A4	Projection: ITM (IRENET95)
Date: 12/08/2019	

5 SCREENING ASSESSMENT

5.1 Management of European Sites

Screening for AA is not required where a plan or project is connected with, or necessary to the management of any European site. However, the LAP is not directly connected with or necessary to the management of any European site(s).

5.2 Summary of Information Required

The screening for AA follows the methodologies set out in **Section 3.1**, and analysis of the following information:

- ZoI of effect for the Dublin Airport LAP; and
- Distribution of QIs and SCIs in relation to the ZoI.

5.3 Assessment of Source-Pathway-Receptor Model

As previously described, the AA Screening Report assessment adopts a comprehensive and precautionary approach for which the starting point is a complete list of all QIs/SCIs of European sites in Ireland.

5.3.1 Elements of Draft LAP with potential for likely significant effect

The potential impacts from the LAP have been examined in the context of a number of factors that could potentially affect the integrity of the European sites (**Appendix B**). The following potential linkages were noted as being pertinent to the assessment of the proposed LAP. Many of the supporting infrastructural developments arising out of objectives contained within the LAP, are not necessarily associated with the LAP. As such they would fall under the control of the FDP 2017-2023.

5.3.1.1 Habitat Loss

Developments arising from the adoption of the LAP will not in itself result in the direct loss of Annexed habitat pertaining to European sites. However, there is potential for supporting infrastructural projects that would serve or at least benefit the functioning of the airport territory delineated by the LAP and enable for continued growth. Furthermore, any such infrastructural application could have the potential to result in the loss or fragmentation of ecological corridors, hedgerows, woodland, grassland and water-features used by QI or SCI species.

The bulk of the airfield and developed airport land is characterised by non-annexed habitats. A large area in the North-western part of the LAP lands was until recently given over to agriculture. It has now been cleared and the new north runway is currently under construction.

Linear infrastructural projects that would improve surface access to the airport have the potential to result in habitat loss and by association impact biodiversity. However, objectives have been included within the LAP, and the FDP 2017-2023 in the case of projects outside of, or not directly connected with the airport which would ensure that all such projects would be subject to planning approval and environmental assessment including screening for AA.

5.3.1.2 Habitat fragmentation and disturbance/loss of Species

Habitat and species fragmentation occur through the breaking up, or loss of habitats resulting in interference with existing ecological units. Fragmentation can also result from impediments to the natural movement of species. In the context of Fingal, this is relevant where important corridors for movement or migration such as along river corridors could be disrupted such as when construction introduces a barrier to the unimpeded movement of species from one habitat or area to another.

The installation of linear infrastructure e.g. roads and other transportation links, water and wastewater infrastructure can have a negative impact over a wider distance where such infrastructure crosses European sites. Impacts can include habitat or species fragmentation where for example newly installed bridges interrupt flight paths of bats. Disturbance impacts to birds can also lead to fragmentation of bird populations. The qualifying features of SPAs along Fingal's coastline are vulnerable to disturbance and potential fragmentation of populations as a result of developments that aim to improve recreational access.

Irish hare (*Lepus timidus hibernicus*) regularly occur across the study area and have been noted in adjacent carparks. The Irish Hare is a quarry species and has limited protection under domestic legislation. However, it is listed under Annex V (a) of the EU Directive 92/43/EEC (Habitats Directive). This Annex lists animal and plant species of Community interest whose taking in the wild and exploitation may be subject to management measures. The hare is also the focus of an All-Ireland Species Action Plan[10]. However, scientific agents acting on behalf of DAA are annually licenced by NPWS (most recent licence 007/2019 valid until December 2019), as part of the Wildlife and Habitat management plan[11] to manage the species. It is therefore not a species of concern for this screening for AA as it is not listed as a QI/SCI for any European site within the Zone of Influence.

Supporting habitat for Otter (*Lutra lutra*), another Annex II species known from downstream along the Ward River Valley, was limited. Pre-construction surveys carried out in advance of the north runway construction found limited evidence of usage within watercourses in the northern half of the LAP lands. The nature of the small watercourses at the higher parts of their catchment within the ZoI and the absence of feed source would not be conducive to otter activity. Otter is not a QI/SCI for European sites within the ZoI of the LAP.

Impacts to SCI bird species of the SPAs within the ZoI arising out of implementation of LAP objectives could include loss of habitat, disturbance during the overwintering and summer breeding season as well as disturbance owing to loss of foraging territory. Ecological data and a review of National Biodiversity Data Centre (NBDC) database note the presence of the SCI species such as Black Headed Gull (*Larus ridibundus*) and Dunlin (*Calidris alpina*) within the environs of the airport. The black headed gull is known to be recorded from grassland areas in the wider airport lands and is subject to bird hazard control whilst Dunlin, as one of Ireland's smallest waders, rarely ventures inland. The proposed implementation of the LAP would not impact upon their status, given the lack of suitable habitat, the permitted control actions in respect of ensuring safe flight operations in the area and the distance from the European site. The remaining SCI species from adjacent European sites do not ordinarily forage or nest within the LAP lands boundary. However, SCI bird species can commute and make use of other suitable territory in the wider county and further afield, away from their designated SPA. Indeed, many of these bird species move between SPAs along the coastline of Dublin Bay, and it is predicted that they should not be impacted by the implementation of the Dublin Airport LAP.

Other birds including protected bird species not qualifying features of the adjacent SPAs can also occur within or overfly the wider area. Notwithstanding this fact, Objectives have been included within the LAP, and the FDP 2017-2023 in the case of projects outside of, or not directly connected with the airport which would ensure that all such projects would be subject to planning approval and environmental consideration including screening for AA.

[10] National Parks & Wildlife Service / Environment & Heritage Service (November 2005). All Ireland Species Action Plans [PDF] available at Https:\\www.npws.ie/sites/default/files/publication/pdf/2005-Group_SAP.pdf

[11] Dublin Airport Aerodrome Manual, Airport Direction D-O Wildlife Habitat Formerly Direction 26 Wildlife& habitat Management. Unpublished report

5.3.1.3 Changes in Key Indicators of Conservation Value - Hydrological/Hydrogeological linkages to European sites

The key indicators of conservation value for a number of the European sites in Fingal and environs relate to surface and groundwater quality and quantity. Impacts on European sites may occur where there are hydrological connections between the sites and development areas, even where a proposed development might be geographically separated from the European site. Despite the fact that Dublin Airport and the lands within the LAP are located inland from coastal sites, nonetheless a number of hydrological pathways to the European sites exist.

Several watercourses drain the subject lands from within and alongside the LAP territory. These watercourses discharge to coastal European sites within Dublin Bay, which are vulnerable to changes in surface and ground water quality. With the exception of the upper tributary rivers of the Ward River in the North-western part of the LAP lands, the majority of watercourses which drain the LAP lands are classified as being “poor” status [12].

The bulk of the airfield drainage system discharges to the Cuckoo stream. Similarly, a large part of the drainage network to the northern half of the LAP lands discharges to the Forrest Little or Kealy’s Stream (there is a subterranean connection with the Wad stream (made after an historical flooding event), to relieve hydrological pressure on drainage within the developed parts of airport lands under the main carpark.

It is understood that attenuation for the most part is provided to currently developed/hard standing areas, although some recent infrastructural developments within the airport environs have included attenuation measures. However, the Forrest Little, Mayne and Santry catchments have no active attenuation, and there is no treatment prior to downstream discharge[13].

There is potential that the proposed development within the LAP boundary or supporting surface access infrastructure could facilitate for the transfer of contaminating substances through the local surface water network including the rivers and streams which drain surrounding lands, as well as local surface water drainage network. This could exacerbate the situation of the already poor status of most watercourses and result in continued deterioration. However, objectives SW08 and SWQ01 of the LAP requires that all new development ensure any impacts on water quality will be positive e.g. water quality is maintained or improved and require that existing surface water attenuation and discharge within the wider airport campus is reviewed with a view to providing for an improved water quality regime as part of any new development and legacy issues from existing developments to include opportunities for the retrofit of SuDS.

Given that the hydrological connection between the LAP lands and downstream European sites is clearly established, the LAP recognises that sustainable growth within the confines of the Dublin airport environs requires new infrastructure to cater for increased demand. New developments within the LAP territory and outside of it (but equally supporting development within the airport) will likely intersect with the surface and ground water resources.

The Dublin Airport Capital Investment Plan 2020+ proposes to upgrade the existing surface water collection network and divert the existing Cuckoo stream to ultimately improve the water quality in local waterways by providing additional storage and treatment facilities for polluted runoff, achieved through the separation of clean water from polluted run-off and the provision of a more controlled pollution management system. However, the plan is currently at the consultation stage with a determination expected in September 2019.

In the absence of clarity regarding future upgrades to water capture and treatment facilities serving the LAP lands, the LAP includes objectives for the protection and improvement of water quality. Those applicable to the Draft Dublin Airport LAP include: Objectives DA19, SW01-SW09, IW1-IW3; SWQ01-02 and WQ01-WQ03 (See **Appendix B**). These objectives mirror those currently included in the FDP 2017-2023 (**Appendix C**).

[12] https://gis.epa.ie/EPAMaps/AAGeoTool

[13] Dublin Airport LAP Strategic Flood Risk Assessment and Surface Water management Plan (JBA 2019).

The Objectives of the River Basin Management Plan 2018-2021, whose implementation within the LAP lands requires proactive attempts to:

- Prevent deterioration;
- Restore good status;
- Reduce chemical pollution; and
- Achieve water related protected areas objectives.

A key priority for the Local Authority is the need to ensure that there is no significant deterioration in water quality of the watercourses that drain the LAP lands. In this regard, objectives WQ01 and WQ02 require that developments within the LAP comply with the requirements of higher level plans.

- Objective WQ01 – Applications for development shall demonstrate that they comply with the Water Framework Directive. Where appropriate, permissions shall be conditioned to require the developer to undertake actions in order to improve the status of water bodies, in line with the Water Framework Directive.
- Objective WQ02 - Protect and develop, in a sustainable manner, the existing groundwater sources and aquifers in the County and control development in a manner consistent with the proper management of these resources in conformity with *the River Basin Management Plan for Ireland 2018-2021* and the associated Programme of Measures (second cycle) and to cooperate with the development and implementation of the third cycle *River Basin Management Plan 2022-2027* and any subsequent plans.

Future development is required to comply with the LAP objectives and all development proposals will be required to demonstrate compliance with the requirements of the Water Framework Directive, the River Basin Management Plan for Ireland 2018-2021 and SWMP objectives to ensure impacts on water quality are avoided.

Furthermore, the SFRA and SWMP includes recommendations that all future development proposals must show compliance with the requirements of the plan to ensure that impacts to water quality and increased flood risk are avoided. These measures require developments to assess the potential environmental impact on ground and surface water resources, whilst other objectives through their inclusion reinforce national and statutory requirements. They mirror those contained in the FDP 2017-2023, such as objective DA19 "*Ensure that every development proposal in the environs of the Airport takes into account the impact on water quality, water based-habitats and flooding of local streams and rivers and to provide mitigation of any negative impacts through avoidance or design and ensure compliance with the Eastern River Basin District Management Plan*" [now superseded by the unified River Basin Management Plan for Ireland 2018-2021](see **Appendix C**).

The Water Framework Directive also requires as an objective the achievement of 'Good status' for groundwater. Accordingly, the FDP 2017-2023 includes objectives for the protection of the groundwater resource and are equally applicable within the context of Dublin airport and its environs. These include Objectives WQ01-WQ04 -

- Objective WQ01 - *Strive to achieve 'good status' in all waterbodies in compliance with the Water Framework Directive, the Eastern River Basin District Management Plan 2009-2015 and the associated Programme of Measures (first cycle) and to cooperate with the development and implementation of the second cycle national River Basin Management Plan 2017-2021*;
- Objective WQ02 - *Protect and develop, in a sustainable manner, the existing groundwater sources and aquifers in the County and control development in a manner consistent with the proper management of these resources in conformity with the Eastern River Basin Management Plan 2009-2015 and the second cycle national River Basin Management Plan 2017-2021 and any subsequent plan and the Groundwater Protection Scheme; and*

- Objective WQ04 - Protect existing riverine wetland and coastal habitats and where possible create new habitats to maintain naturally functioning ecosystems whilst ensuring they do not impact negatively on the conservation objectives of any European sites;
- Objective WQ05 - *Establish riparian corridors free from new development along all significant watercourses and streams in the County. Ensure a 10 to 15 metre wide riparian buffer strip measured from the top of the bank either side of all watercourses, except in respect of the Liffey, Tolka, Pinkeen, Mayne, Sluice, Ward, Broadmeadow, Corduff, Matt and Delvin where a 30m wide riparian buffer strip from top of bank to either side of all watercourses outside urban centres is required as a minimum.*

While the LAP provides for the planning framework for sustainable future development and requirements to be complied with in support of same, Objective SW08 requires that a surface water management system be developed in compliance with the Dublin Airport Local Area Plan Strategic Flood Risk Assessment and Surface Water Management Plan associated with this LAP. Furthermore, legacy issues pertaining to poor or none existent surface water drainage and pollution events features must also be reviewed to include opportunities for the retrofit of SUDS, which is predicted to lead to an improvement in the existing water quality status within the LAP.

5.3.2 Key Findings

Appendix B lists the objectives proposed within the Dublin Airport LAP and describes if they pose any risk of Likely Significant Effect on European sites in the context of their conservation objectives. It was concluded after full consideration (at this stage) of all objectives that there was no risk of likely significant effects to the European sites.

5.4 In-combination Effects

Legislation, guidance and case law (See **Section 1.3**) requires that in-combination effects with other plans or projects are considered. On this basis, a range of other plans and projects were considered in terms of their potential to have in-combination effects with the draft LAP.

The LAP will be implemented within the current planning hierarchy beneath the FDP 2017-2023 including the adopted variation number 1. Objectives within the current FDP 2017-2023 protect the environment and specifically the hydrological environment to which all waters from the airport environs discharge.

The assessment of in-combination effects has regard for developments potentially affecting any European site(s). Hydrological connectivity to downstream European sites is considered to have the greatest potential for in-combination effects to European sites and so is a key focus of the in-combination assessment.

5.4.1 Plans

5.4.1.1 National Development Plan

The National Development Plan 2018-2027 (Government of Ireland, 2019), which was subject to both SEA and AA, designates a number of Strategic Outcomes and Priorities of the plan including High-Quality International Connectivity, Sustainable Mobility, and Sustainable Management of Water and other Environmental Resources. The National Development Plan highlights the urgent requirement for investment in Irelands Airports to safeguard and enhance Ireland's international connectivity especially with the onset of Brexit. Investment priorities over the period 2018-2027 assign €4.8 billion to ports and airports. Regional and local roads will benefit from an estimated €4.5 billion investment under the National Development Plan, while Local Authorities are planning to progress a wide range of regional and local roads projects across the country.

These Strategic Priorities carry the potential for in-combination impacts with the draft variation number 1 on potential receptors, specifically designated sites/habitats and species as a selection of major National Infrastructure Projects included in the National Development Plan for appraisal and delivery. These include BusConnects, Dart Expansion Programme, Metro Link, a new parallel runway for Dublin Airport, and the

Greater Dublin Drainage Project, many of these provide connectivity to Dublin Airport as part of expansion plans. Such programmes and projects have the potential to increase pressure on the receiving environment; threats include habitat fragmentation/degradation of SCI bird supporting habitats and/or impacts to water quality affecting downstream European sites. Such individual programmes and projects are however subject to their own AA requirements

The National Development Plan 2018-2027 also set biodiversity as a priority (i.e. *Enhanced Amenity and Heritage – National Strategic outcome 7*) and apportions €1.4 billion to, amongst other, support further and deliver compliance with the EU's Habitats Directive. Thus, the in-combination impacts from the National Development Plan 2018-2027 with the LAP are not predicted to result in any Likely Significant Effects to any European site(s).

5.4.1.2 Fingal Development Plan 2017-2023

In keeping with planning hierarchy, the Dublin Airport LAP sits beneath the current FDP 2017-2023 as varied. This plan, which was subject to SEA and AA, is the main planning framework within the county, although the recently published National Planning Framework and the subsequent Eastern and Midland Regional Assembly Regional Spatial and Economic Strategy (RSES) provide additional guidance. The FDP 2017-2023 contains a considerable number of protective measures/objectives for the protection of the environment and specifically European sites. Chief among these is the Development Management Standards. All development associated with the Dublin Airport LAP and the FDP 2017-2023 was varied which by their very nature could extend beyond the ZOI of the Dublin Airport LAP lands must comply with the objectives identified in **Appendix B,** to allow a conclusion that there will be no likelihood of any significant effects on any European sites arising from the variations to the FDP 2017-2023 either alone or in combination with other plans or projects.

5.4.1.3 Fingal and Dublin City Local Area Plans

Within Fingal there are a considerable number of LAPs with hydrological connections to the European sites in Dublin Bay. These include Barrysparks LAP, Ballyboghil LAP, Dardistown LAP, Rowlestown LAP, Baldoyle Stapolin LAP, Kilmartin LAP, Portmarnock South LAP, Donabate LAP, Fostertown, Rathingle, and Rivermeade from Fingal County Council. Other LAP are currently in preparation including Lissenhall East. The adjacent Clongriffin – Belmayne LAP from Dublin County Council is also considered (**Table 5**). Strategic goals and objectives listed within these LAPs are focused on residential, employment, and amenity improvements within the area, subsequently giving rise to the potential for in-combination effects on downstream European sites. Many of these Local Area Plans contains provisions specifically designed to safeguard European sites and come under the remit of the Fingal County Development Plan. Policies within these LAPs, which sit beneath higher level plans and their requirements highlight objectives to protect and improve water sources, largely through ensuring foul and surface water discharges only into defined sewer networks, and Sustainable Drainage Systems (SuDS) as outlined in the Greater Dublin Strategic Drainage Study being implemented in LAP areas.

Table 5: LAPs in close proximity to Dublin Airport

Local Area Plan	Dates	Hydrological Connection to European Sites in Table 1.1	Subject to AA?
Barrysparks LAP	2011 - 2017	Malahide Estuary SAC (000205) Malahide Estuary SPA (004025)	Yes
Dardistown LAP	2012 - 2022	Baldoyle Bay SAC (000199) North Dublin Bay SAC (000206) Baldoyle Bay SPA (00406) North Bull Island SPA (004006)	Yes
Rowlestown LAP	2013 - 2019	Malahide Estuary SAC (000205) Malahide Estuary SPA (004025)	Yes

Local Area Plan	Dates	Hydrological Connection to European Sites in Table 1.1	Subject to AA?
Baldoyle Stapolin LAP	2013 - 2013	Baldoyle Bay SAC (000199) Baldoyle Bay SPA (00406)	Yes
Kilmartin LAP	2013 - 2019	North Dublin Bay SAC (000206) North Bull Island SPA (004006)	Yes
Portmarnock South LAP	2013 – 2023	Baldoyle Bay SAC (000199 Baldoyle Bay SPA (00406)	Yes
Donabate LAP	2006 – 2012	Malahide Estuary SAC (000205) Malahide Estuary SPA (004025)	No
Fostertown LAP	2009 - 2017	Malahide Estuary SAC (000205) Baldoyle Bay SAC (000199 Malahide Estuary SPA (004025) Baldoyle Bay SPA (00406)	Yes
Rathingle LAP	2013 - 2019	Malahide Estuary SAC (000205) Malahide Estuary SPA (004025)	Yes
Rivermeade LAP	2018 – 2024	Malahide Estuary SAC (000205) Malahide Estuary SPA (004025)	Yes
Clongriffin – Belmayne LAP	2012 - 2022	Baldoyle Bay SAC (000199 Baldoyle Bay SPA (00406)	Yes

5.4.1.4 Dublin Airport Central Masterplan

Within the planning hierarchy, this masterplan, was originally prepared under Objective 378 of the FDP 2011-2017. The masterplan, which is still in operation, was subject to Screening for AA and SEA, will be framed by the proposed Dublin Airport LAP and further sits beneath the overarching FDP 2017-2023. It serves as the design framework for the development of phases 1 and 2 of Zone 1 of this strategically located parcel of lands within the environs of the proposed Dublin Airport LAP.

As such, any individual projects arising from the masterplan project could overlap with the projects identified in the Dublin Airport LAP, and as such there is potential for in-combination impacts where a number of infrastructural developments occur at the same time. However, the projects are subject to the requirements of the FDP 2017-2023. For this reason, the in-combination impacts from the Dublin Airport Masterplan with the LAP are not predicted to result in any Likely Significant Effects to any European site(s).

5.4.1.5 Dublin Airport Capital Investment Programme 2020+

The Dublin Airport Capital Investment Programme sets out core projects and capacity assessments enable Dublin Airport to develop in a sustainable manner and accommodate 40 million passengers per annum (mppa) and eventually accommodate 55 mppa through a later plan.

Dublin Airport defines a Surface Water Environmental Compliance CIP (CIP.20.03.052) within the consultation document to manage and treat surface run-off at Dublin Airport. The project proposes to upgrade the existing surface water collection network and divert the existing Cuckoo stream to ultimately improve the water quality in local waterways by providing additional storage and treatment facilities for polluted runoff, achieved through the separation of clean water from polluted run-off and the provision of a more controlled pollution management system

The programme was put out to consultation stage with a determination expected in September 2019. It is therefore not possible to infer the potential for in-combination impacts at this time. Any such projects arising will be subject to their own planning and environmental considerations.

5.4.1.6 Water Quality

The Water Framework Directive provides a framework for the protection and improvement of rivers, lakes, marine and ground waters in addition to water-dependent habitats. The aim of the WFD is to prevent any deterioration in the existing status of water quality, including the protection of good and high-water quality status where it exists. The second cycle River Basin Management Plan, covering the period 2018 – 2021, was published in April 2018. The Plan sets out a proposed framework for the protection and improvement of Ireland's water environment in line with Water Framework Directive objectives. It was determined that the multiple River Basin District approach used in the 2009-2015 Management Plan was not as effective as expected, so the 2018-2021 Management Plan has defined a single River Basin District[14]. This national strategy outlined all the actions required to improve the water quality, with county councils and Irish Water playing an important role in the implementation of the plan.

There are binding obligations on all Irish local authorities, including Fingal County Council, to achieve good status of surface waters, under the terms of the EU Water Framework Directive 2000/60/EC [may be cited as European Communities Environmental Objectives (Surface Waters) Regulations 2009 (S.I. No. 272/2009]. In relation to Surface Water quality, the publication of the River Basin Management Report for Ireland[15] has highlighted the poor condition of many river bodies. The EPA is renewing its focus on improving water quality in its second River Basin Management Plan, with the Santry and Mayne rivers identified as priorities for action in the Dublin City/Fingal area. This is addressed within the current FDP 2017-2023 in the Statement of Policy to:

'Control and manage surface water, mitigate against flooding and to protect and improve water quality in the County while allowing for sustainable development and improve water quality in line with the Water Framework Directive and Eastern River Basin Management Plan'.

5.4.1.7 The River Basin Management Plan for Ireland 2018 – 2021

The 2nd Cycle River Basin Management Plan 2018-2021 merges the previous five river basin districts: Eastern, South Eastern, South Western, Western and Shannon River Basin Districts, into one national River Basin District. The plan sets out the condition of Irish waters and a summary of status for all monitored waters in the 2013 – 2015 period, including a description of the changes since 2007 – 2009. The objectives of the RBMP are to

- Prevent deterioration;
- Restore good status;
- Reduce chemical pollution; and
- Achieve water related protected areas objectives.

Nationally, both monitored river water bodies and lakes at high or good ecological status, appear to have declined by 3% since 2007 – 2009; nevertheless, this figure does not reflect a significant number of improvements and dis-improvements across these waters since 2009. Provisional figures from the EPA suggest that approximately 900 river water bodies and lakes have either improved or dis-improved. In addition, the previously observed long term trend of decline in the number of high-status river sites has continued.

[14] DoHPLG (2018). River Basin Management Plan 2018-2021

[15] DoHPLG (2018). River Basin Management Plan 2018-2021

Chapter 5 of the RBMP presents results of the catchment characterisation process, which identifies the significant pressures on each water body that is At Risk of not meeting the environmental objectives of the WFD. Importantly, the assessment includes a review of trends over time to see if conditions were likely to remain stable, improve or deteriorate by 2021. This work was presented in the RBMP for 81% of water bodies nationally, which had been characterised at the time. A total of 1,517 water bodies were classed *At Risk* out of a total of 4,775, or 32%. An assessment of significant environmental pressures found that agriculture was the most significant pressure in 729 river and lake water bodies that are At Risk. Urban wastewater, hydromorphology and forestry were also significant pressures amongst others.

The third river basin management Plan is currently in preparation and will likely be issued sometime post 2021, during the lifetime of the LAP.

5.4.1.8 Water Services Investment Programme

Irish Water has prepared a Water Services Strategic Plan (WSSP) (Irish Water, 2015), under Section 33 of the Water Service No. 2 Act of 2013 to address the delivery of strategic objectives which will contribute towards improved water quality and WFD requirements. The WSSP forms the highest tier of asset management plans (Tier 1) which Irish Water prepared, and it sets the overarching framework for subsequent detailed implementation plans (Tier 2) and water services projects (Tier 3). The WSSP sets out the challenges we face as a country in relation to the provision of water services and identifies strategic national priorities. It includes Irish Water's short, medium and long-term objectives and identifies strategies to achieve these objectives. As such, the plan provides the context for subsequent detailed implementation plans (Tier 2) which will document the approach to be used for key water service areas such as water resource management, wastewater compliance and sludge management. The WSSP also sets out the strategic objectives against which the Irish Water Capital Investment Programme (CIP) is developed. The current version of the CIP outlines the proposals for capital expenditure in terms of upgrades and new builds within the Irish Water-owned assets and this is a significant piece of the puzzle in terms of the expected improvements from the RBMP.

Key types of impacts associated include: Habitat loss and disturbance from new / upgraded infrastructure, Species disturbance, Changes to water quality or quantity, and Nutrient enrichment /eutrophication. The overarching strategy was subject to AA (Amec Foster Wheeler, 2015) and highlighted the need for additional plan/project environmental assessments to be carried out at the tier 2 and tier 3 level. Therefore, no likely significant in-combination effects, resulting from this plan, are envisaged.

5.4.2 Projects

A search was conducted of planning applications (projects) beyond the vicinity of the draft plan, using the My Plan map viewer[16]. The search was limited to the five year period preceding the date of issue of this report and excluded retention applications (i.e. typically local-scale residential or commercial developments where an impact has already occurred), incomplete, withdrawn, and refused applications. Furthermore, a search of An Bord Pleanála's website was completed to identify any relevant applications, including Strategic Infrastructure Development (SID) and Strategic Housing Development (SHD) in the past three years or in close proximity to the draft LAP.

Given strategic importance of Dublin Airport and environs in terms of transport and support services, it is not surprising that the list of consented projects identified on the planning portals is considerable over the past 5 years. Given the nature of Dublin Airport LAP territory, there are a considerable number of smaller projects, which could be assessed. It is not practical to consider them all in the context of the draft LAP, albeit to state that the key ones identified in Table 6 have been subject to environmental consideration as part of the

[16]Available at https://viewer.myplan.ie/ Accessed 25.06.2019

development consent process which is underpinned by a considerable number or protective measures in the FDP 2017-2023, particularly the Design Standard Measures.

It is assumed that the projects that have undergone Screening for Appropriate Assessment in the first instance, either by virtue of the applicant or by the Planning Authority and Appropriate Assessment where necessary and have been given planning permission, that it cannot pose likely significant effects on European sites. Notwithstanding this fact, the relevant projects with potential for in-combination likely significant effects on European sites, are detailed in **Table 6.**

5.4.3 In Combination conclusion

Having considered all aspects of the draft LAP including the location, nature, magnitude and duration it was concluded that while there is potential either individually or in combination with other plans/projects, for likely significant effects on European sites and their QI/SCI, the measures and amendments included in the LAP are captured by the objectives and requirements cited across a number of the draft plans chapters, with key objectives reiterated in Chapter 10, and objectives already contained within the existing FDP 2017-2023 to ensure that no likely significant effect is predicted, owing to the implementation of the Dublin Airport LAP.

As there is no pathway of additive effect between the proposed draft LAP and the plans listed above for significant cumulative or in-combination effects, which can be considered to significantly affect the QI's SCI's or conservation objectives of the European sites identified in the ZOI of the LAP.

Table 6 identifies high level projects that have the potential for in combination impacts within the wider Fingal area. There is considerable number of projects associated with Dublin Airport, many of them consented and completed, others in the planning process. There is potential for impacts from projects yet to be delivered as a result of changes of water quality and volume and the release contaminants owing to lack of appropriate treatment and or attenuation. However, the objectives contained within the Dublin Airport LAP, which align with those in FDP 2017-2023 (**Appendix C**), require that no such projects may be consented where it cannot be demonstrated that an individual project either alone or in-combination with other plans or project will have an adverse effect on the integrity of a European site within the ZoI of the Dublin Airport LAP.

Table 6: Planning Search results

Planning Application Reference Number	Project/Applicant Name and Proposed Location	Brief Development Description	Application Status/ Outcome	Approximate Distance and Direction from the Draft LAP	Date Planning Application Granted	Potential for In-combination effects?
Major infrastructure						
n/a	Metrolink – Swords to Charlemont	MetroLink is a proposed 19km high-capacity, high-frequency rail line running from Swords to Charlemont, linking Dublin Airport to public transport routes. The project is due to commence in 2027.	Public Consultation	>1km	n/a	Although the emerging route of this proposed major piece of infrastructure is known, there is no confirmed detail as to the design nor the likely decision. Hence assessment of in combination impacts is not presented.
F15A/0141	Aviation fuel pipeline, Dublin Port to Dublin Airport	The proposed new aviation fuel pipeline is designed to replace the existing road delivery system and pump fuel directly from Dublin Port to Dublin Airport.	Granted	>1km	29.05.2019	This project was subject to NIS which confirmed the likelihood of "disturbance and displacement of Brent Geese and contamination of inter-tidal habitats and species". Furthermore, it states the possibility of a reduction in habitat quality. There is potential for in-combination impacts with the current proposal owing to the need to cross the Cuckoo stream. However, it is understood that the project, although consented, is not progressing owing to legal issues regarding rights of way along certain roads. It is not known if the project will proceed. If the project were to proceed, it is predicted that the mitigation measures contained in the NIS, and by virtue of the project would ensure that that adverse impacts on the integrity of European sites would be avoided. Thus, if the project were to proceed, in-combination effects are therefore not deemed likely at this stage.
304436	Bay Lane Quarry Restoration, St. Margaret's	Restoration of a quarry void with soil and stone waste	ABP Pre-application consultation regarding status as SID. ABP considered the project not to be SID and application was submitted to Fingal County Council. Decision due on 6th February 2020.	~2.8km	n/a	Hydrological connectivity to Malahide Estuary SAC and SPA via the Shallon stream. Project was subject to AA Stage 2 where mitigation measures have been incorporated to manage surface water, these include de-watering procedures, attenuation ponds, and an EPA approved monitoring schedule. In-combination effects are not deemed likely.
F19A/0077	IMS Solutions Ltd Hollywood Great,	The proposed development will consist of the continued infilling of the former quarry with	Decision delayed	~13km	n/a	The project was subject to NIS owing to the hydrological connectivity to European sites in

	Nag's Head, Naul, County Dublin	construction and demolition waste material at a rate of 500,000 tonnes per annum permitted under Reg. Refs. F07A/0262 and F04A/0363 for a further 15 no. year period from the date of expiration of the existing permissions in order to enable the lands to be fully restored to the original ground level; The relocation of the primary entrance to the site to the southern site boundary along the LP01080; A new internal site access road; A new processing building; A new administration building; Car parking; Weighbridges; Associated infrastructure; Boundary treatments; And all associated site development works. An Environmental Impact Assessment Report will be submitted to the Planning authority with the application. The proposed development will continue to operate under the existing EPA Waste Licence (W0129-02).				Rogerstown estuary and the dispersal of scheduled invasive species. Mitigation measures provided recommendations for surface water and ground water management, invasive species management, emergency responses and environmental training. It was concluded that in view of best scientific knowledge and applying the precautionary principle, and in light of the conservation objectives of relevant European sites, the proposed development, either individually or in combination with other plans or projects, will not have adverse effect on any European site.
Strategic Infrastructure Developments (SID)						
301908	Greater Dublin Drainage Project, Clonshagh to Baldoyle	Greater Dublin Drainage Project consisting of a new wastewater treatment plant, sludge hub centre, orbital sewer, outfall pipeline and regional biosolids storage facility. The planning application, including an Environmental Impact Assessment Report (EIAR) and NIS, has been submitted to An Bord Pleanála with a period of statutory public consultation. The proposed site for the proposed WwTP is located in the townland of Clonshagh, approximately 2.4km south east of Dublin Airport. The proposed Outfall Pipeline route consists of a land based section located adjacent to the LAP area travelling from Clonshagh to Baldoyle	Awaiting confirmation. Permission Granted 11/11/19	2.4km	n/a	Hydrological connections to Baldoyle Bay SAC, Malahide Estuary SAC, North Dublin Bay SAC, Baldoyle Bay SPA, Malahide Estuary SPA, and North Bull Island SPA were been deemed to potentially give rise to significant adverse effects on European sites and/or their qualifying interests. Mitigation measures arising from the EIAR will be incorporated into CEMPs for use by individual contractors with detailed Pollution Control Plan (PCP), Sediment and Erosion Control Plan (SECP), Emergency Response Plan (ERP) and Method Statements (MS) to be drafted and will have regard to relevant pollution prevention guidelines for construction methodologies crossing watercourses with water quality monitoring also employed within the CEMP. All crossings are proposed to be constructed using horizontal directional drilling, therefore there will be no instream works involved. On this basis, there will be no cumulative impacts with the draft LAP.
SID/01/18	DAA, Blue Car Park	Permanent continuance of use of the existing 8,840 space long-term car park known as Holiday Blue on a site at Harristown, Sillogue and Ballymun Townlands	Granted	Within LAP	301458	Established car parks by their very nature occupy considerable areas of land and there is potential for negative impacts to surface and ground water by virtue of lack of appropriate drainage measures. The planning documents indicate that the design included surface water attenuation and interceptor measures. The application was subject to Screening for AA, it was concluded that there would be no significant impacts on the integrity of

						Baldoyle Bay SPA / SAC. Hence no in combination impacts are predicted.
PC0246	Starrus Eco Holdings Limited, Millennium Park, Cappagh Road	Construction of 2 new buildings to process up to 160,000 tonnes per annum of hazardous and non-hazardous waste at Millennium Park	Pre-application consultation	2km	n/a	Consultation has yet to be concluded, therefore unable to infer the potential for in-combination effects on European sites.
PA0048	Thorntons Recyling, Millennium Business Park, Cappagh Road	A 2.4Ha Materials Processing and Transfer Facility of up to 170,000 tonnes per annum capacity at Millennium Business Park.	Granted	2km	25.05.2017	The screening for AA report did not identify any potential negative effects to European Sites. The development is located on a brownfield site, so no SCI bird displacement is expected. Furthermore, there are no hydrological connections shared with the draft LAP. In-combination effects are therefore not deemed likely.
304436	Bay Lane Quarry Restoration, St. Margaret's	Restoration of a quarry void with soil and stone waste	ABP Pre-application consultation regarding status as SID. ABP deemed the application not SID	1km	n/a	Hydrological connectivity to Malahide Estuary SAC and SPA via the Shallon stream. Project was subject to AA Stage 2 where mitigation measures have been incorporated to manage surface water, these include de-watering procedures, attenuation ponds, and an EPA approved monitoring schedule. In-combination effects are not deemed likely.
302561	Gerard Gannon, Swords Road, Santry	Permanent continuation of use of the existing long-term car park known as Quickpark, including construction of new entrance building with associated revised entrance layout resulting in 6,122 long-term car parking spaces, and all associated ancillary infrastructure and works.	Granted	1.7km	03.05.2019	Continuation of baseline environment, therefore surface and foul water systems are already in place. Project was subject to EIA concluding that there are no significant negative effects envisaged from the proposed development. In-combination effects are not deemed likely.
Strategic Housing Developments (SHD)						
SHD002/17	Portmarnock Housing Development	150 housing unit development on land zoned for residential use under the Fingal County Development Plan (2017-2023)	Granted	6km	26.03.2018	Final decision grant includes mitigation from AA and EIA processes which were deemed to adequately avoid impacts to downstream European sites. Mitigation includes an onsite ecologist during construction, SuDS designs, water supply and drainage requirements. In-combination effects are not deemed likely.
303956	Glenveagh Homes Limited, Hollystown	253 housing unit development on lands at Hollystown Golf Club, Hollystown,	Refused	5km	n/a	No hydrological connection to draft LAP lands therefore in-combination are not deemed likely.
304196	Clarehall Housing Development, Malahide Road	132 no. build to rent apartments in Clarehall, Malahide Road,	Granted	4km	n/a	Hydrological connection to Baldoyle Bay SAC and SPA via the Mayne River. AA specifies a new surface drainage system will be installed which complies with the Greater Dublin Strategic Drainage System (GDSDS) which is deemed to improve water quality of the Mayne. In-combination effects are not deemed likely.

Dublin Airport Applications

F19A/0351	DAA, Dublin Airport	Permission to omit Condition 2 attached to the permitted development Reg. Ref. F16A/0483, the condition gives permission for the Pre-Boarding Zone building, associated canopy and covered pedestrian walkway for a period of 7 years.	Permitted 30/09/19 Appealed Appeal Decision 20/1/20	Within LAP	n/a	Upon appeal to ABP, the development was refused as the original submission did not constitute a proper planning application.
F19A/0426	DAA, Dublin Airport	The development will consist of: i. Animal Welfare Facility - a single storey equine inspection facility with a gross floor area 376 sq.m. and a maximum height of c. 5.5m and overall dimensions of c. 8m in width and c. 44m in length incorporating 3 no. stables, a veterinary box, office, welfare facilities and circulation area. ii. Airside Operations Facilities c.0.88 hectare site located east of 'Gate Post 22' at the junction of the Swords Road (R132) and the Old Airport Road; a) 14 no. bus parking spaces, 8 no. HGV parking spaces and 2 no. car parking spaces and a tanker parking space. b) Semi-enclosed aircraft foul waste disposal unit, canopy with a maximum height of c. 4.5m. c) 3 no. waste compactors max height of c. 2.2m. and 3 no. portacabins max. height of c. 3m. for the storage of cleaning equipment. d) Tank farm encompassing 4 no. potassium acetate storage tanks used for de-icing, each with a capacity of 15,000 litres and a max height of c. 4m. e) Ancillary site development works and services including vehicle and bin washdown areas, drainage, internal circulation roads, landscaped berm along the southern and eastern boundaries, landside boundary fencing c. 3 m. high and lighting. iii. 'Substation 19' site, a greenfield c.0.05 hectare site southwest of the South Apron incorporating a single storey electrical substation (c. 168 sq.m) with a maximum height of c. 3.4m. and overall dimensions of c. 11m. in width and c. 15.5m. in length. Ancillary site development works and services including lighting and drainage and all ancillary site development works.	Granted 11/11/19	Within LAP	n/a	A review of the documents submitted with the application indicate the key pathway for impact would be emissions to water. The proposal includes for design elements to ensure prevention of pollution of water courses and the conditions applied require written agreement with IW in relation to connection to the foul sewer network and capacity for the development. With these conditions and the environmental protection objectives contained within the LAP and parent FDP 2017-2023 it is considered that there is no potential for in-combination effects.
F19A/0023	DAA, North Runway, Dublin Airport	Amend the North Parallel Runway (North Runway) (permitted under FCC Reg. Ref. F04A/1755; An Bord Pleanála Ref: PL06F.217429)	Granted	Within LAP	January 31 2019	Taking into account best scientific knowledge, the Screening for AA re-evaluated the data in the Northern Runway EIS and concluded that the proposed amendments to the consented runway would not have likely significant effects on protected species for which the European sites in the ZoI had been designated for
FW19A/0097	Site D4, Horizon Logistics Park, St	Change of use of the existing Unit D4 (approved under Reg. Ref: F17A/0308) from approved	Granted	Adjacent to LAP	07/08/19	Although no decision has been made, In-combination effects are not deemed likely owing to

	Margaret's, Swords, Co. Dublin.	warehouse/logistics use (with ancillary office use) to light industrial				the nature of the previously consented project.
F19A/0168	DAA, Terminal 1 Baggage Hall	An extension of the existing Terminal 1 baggage hall in two locations to facilitate the mandatory upgrade of the airport security screening system for passenger baggage. The first extension is over 5 levels (Gross Floor Area of 3,735 sq.m) replacing Carousel No.4. The second extension provides for the construction of a new Western Extension (Gross Floor Area of 177 sq.m.) to the existing Terminal 1 Baggage Hall.	Granted	Within LAP	10.06.2019	The project which was for largely for the repurposing of existing building as construction of discrete new build within the developed landscape at the airport. The project was subject to AA which ruled out Likely significant Effects on European sites by virtue of isolating the site from the drainage network that connects to the Cuckoo stream. In-combination effects are not deemed likely.
FW19A/0101	Dublin Port Company Plots 8, Dublin Inland Port, South of Dublin Airport Logistics Park, off Maple Avenue, Coldwinters, St. Margaret's, County Dublin.	Development of Plot 8 for storage and logistic use comprising stacked shipping container storage, an ancillary office building of c.183sq.m. and c.3.5m in height, 1 no. container gantry of c. 481sq.m	Decided	Adjacent to LAP	12/08/19	The consented project was subject to Screening for AA and concluded that owing to the design of the development, that there would be no negative impacts on QI species within a 15km radius of the project. In-combination effects are not deemed likely.
F04A/1755/E1	North Runway, Dublin Airport	10 year development of a runway, 3110m in length and 75m in width on airport lands. Proposal includes all associated taxiways, associated road works including internal road network, substations, navigational equipment, equipment enclosures, security fencing, drainage, ducting, lighting, services diversions, landscaping and all associated site development works including the demolition of an existing derelict house and associated outbuildings; the relocation of the Forrest Tavern monument; the removal of a halting site including the demolition of any structure whether temporary or permanent on that site which is currently leased from the applicant. The road works include the realignment of an 800m section of the Forrest Little Road; the rerouting of a 700m section of the Naul Road (R108) and a 200m section of Dunbro Lane and replacement of these latter roads with a new 2km long road (7.5m wide carriageway) running in an east-west direction connecting to the St. Margaret's Bypass at a new junction	Extension granted	Within LAP	07.03.2017	Consented project is currently under construction. The design includes attenuation measures and appropriate SuDS to ensure runoff will not negatively impact on downstream European sites, or encourage SCI bird species use the open lands. No in-combination effects predicted.
F18A/0712	Flanagan Fittings Ltd., Dublin airport Logistics Park	Construction of a new 2 storey extension to the south side of existing warehouse building for use as warehouse & office/showroom and relocation of existing vehicular access	Granted	Within LAP	06.06.2019	There is no indication of this project being subject to Screening For AA. However, in granting the development alongside the existing warehouse, it was a condition that the surface water drainage be

						incompliance with Greater Dublin regional Code of Practice for Drainage Works Version 6, FCC 2006. No in-combination effects predicted.
F19A/0084	DAA, The Terminal 2 Energy Centre	Permission for development of 418.68 sq.m new Thermal Storage Tank to the south of the Terminal 2 Energy Centre and all associated site works.	Granted	Within LAP	22.05.2019	The development was subject to Screening for Appropriate Assessment identified a pathway via surface water network to Baldoyle Bay SAC. The hard standing site has no direct pathway to the Cuckoo stream. Pollution during construction and operation was ruled out on the basis of compliance with Environment and Sustainability Document for users at Dublin airport and the operational nature of the development, no negative effects on European sites and the Qis were concluded. No in-combination effects predicted
F13A/0402	Dublin Aerospace Limited, between hangers 5 and 6, Dublin Airport	Extension of permission duration to a two-bay aircraft maintenance hangar	Granted	Within LAP	12.03.2019	No Screening for AA submitted as this was a request for extension. Original Planning application included a combined EIS and AA Screening and was subsequently was granted in August 2014. No formal Screening for AA presented. Additional information was sought by FCC owing surface water flows ultimately to rivers which flow into Natura 2000 sites, additional information was requested in respect of surface water management. Grant of approval was conditioned on design and surface water drainage follow Greater Dublin Regional Code of practice for Drainage works V 6.0 FCC 2006. No in-combination effects predicted.
F18A/0747	The Airfield, Huntstown, Dublin Airport	Permission for proposed sub-station (approximately 29m x 18m). A bunded oil tank will be erected external to the main structure. Underground cable trenches will facilitate connection of power supply to existing infrastructure. The application includes all associated site works and services.	Granted	Within LAP	26.03.2019	A Screening for AA was carried out on the proposal and it was recognised that the development was within close proximity of the Cuckoo stream, albeit with no direct interference of same as a result of the works. Potential effects to surface water feeding Mayne catchment were identified. With follow on impacts to Baldoyle Bay The assessment noted negligible impacts during construction and operation although in respect of potential from pollutants, attenuation was being provided via underground storm cells. It was postulated that even if pollutants did arrive downstream in European sites, they would be de minimis and as such no LSE either individually or in combination was predicted.
F18A/0638	Carousel No. 4 Building, Terminal 1	The development will consist of enabling works to facilitate the mandatory upgrade of the airport security screening system for passenger baggage.	Granted	Within LAP	19.02.2019	The Proposal was subject to Screening for Appropriate Assessment which identified hydrological pathways via the airport drainage

	Service Road, Dublin Airport	This will include the demolition and clearance of the Carousel No. 4 Building, totalling 996 sq.m, making good the remaining Terminal 1 facade; and all associated fencing and site works.				network to the Cuckoo Stream and onwards to European sites. Owing to the nature of the works and its location within the built environment, coupled with the operation of environmental procedures during construction to isolate construction sites from the drainage network, no LSE to European sites were predicted. In-combination effects are not deemed likely.
F18A/0311	Aer Lingus Limited, Corballis Park, Dublin Airport	Permission for removal of existing water storage tank to existing roof plant area and replacement with new supplementary external 450kVa diesel generator set with proprietary double skinned fuel storage tank to existing roof plant area with new services serving the main building (Shamrock House).	Granted	Within LAP	04.09.2018	A Screening for AA was not located on the planning portal accompanying the application. However, owing to the nature and location of the project no LSE on European sites or the conservation objectives of the Qualifying features is predicted. In-combination effects are not deemed likely.
F18A/0310	Aer Lingus Limited, Corballis Park, Dublin Airport	Removal of existing redundant fuel tank to existing rear plant area and replacement with new supplementary external 450k V A Diesel generator set with proprietary double skinned fuel storage tank to existing rear plant area with new services trench serving the main building and new containment affixed to lower North West (rear) elevation.	Granted	Within LAP	05.06.2018	A Screening for AA was not located on the planning portal accompanying the application. Owing to the nature and location of the project no LSE on European sites or the conservation objectives of the Qualifying features is predicted. In-combination effects are not deemed likely.
F17A/0732	M50 Skip Hire & Recycling Limited, Advance Business Park, Old Airport Road	Permission to extend existing materials recycling and transfer facility. The proposed development includes a change of use of existing industrial storage unit to form a 892.6 sq.m. extension of gross floor building space to existing materials recycling and transfer facility building and revised site boundaries	Granted	Within LAP	03.07.2018	A Screening for Assessment report was submitted alongside the planning application for this extension to this previously consented project which is on an industrial site dating back to the 1960's.The site is adjacent to the Mayne stream, which hydrollogically connects 6km to downstream European sites (Baldoyle Bay).By virtue of the operations carried out on site where no process emissions can enter externally to surface waters the report concluded that there was a lack of a source pathway receptor link.
F17A/0756	Travellodge, Dublin Airport-North Swords	Construction of a four-storey hotel extension (1944sq.m. gross floor area, approximately) to the front (southwest) of the existing hotel building. Additional works include demolition and reinstatement of existing hotel floorspace (172sq.m.), relocation of hotel facilities, and drainage works.	Granted	Outside LAP	28.05.2018	The Screening for AA report identified potential pathways to a small number of European sites, primarily paths via surface and wastewater flows through the Swords WwTP. However, the report noted that no new land development and coupled with the inclusion of new attenuation and SudS measures the regime would be enhanced. The report concluded that owing to the nature and design measures that the project alone or in combination would not give rise to significant adverse effects to any Natura 2000 area.
F17A/0693	Crowne Plaza Hotel, Northwood	The development will consist of a 5-storey extension of c. 2,536m² to the rear of the Crowne	Granted	Outside LAP	02.10.2018	The Screening for AA identified that the subject lands were within the catchment of the Santry

	Park	Plaza Hotel, including the demolition and reinstatement of 247m² of existing hotel floorspace at the rear, ground floor level.				River and that there was connectivity to a number of sites beyond the selected 2km ZOI in Dublin Bay. The report recorded that there was no evidence that the poor water quality of the Santry river and Tolka estuary was negatively impacting the conservation objectives of coastal European sites and their qualifying features. It was considered that as the development site was already hardstanding, that there could be no change to surface water. The report concluded that the project either alone or in combination would not lead to likely significant effects on Natura 2000 network.
F18A/0021	Alltherm Build Limited, Airport Business Campus	The construction of an 18.75 sq.m. ESB substation with a height of 3.37m.	Granted	Outside LAP	17.04.2018	No Screening for AA can be found on the Planning portal. However, given the nature of the proposal and its location in built environment, no likely significant effects on European sites are predicted.
F17A/0728	Rohan Holdings Ltd., Dublin Airport Logistics Park	The construction of a single storey unit for industrial and/or warehouse use with ancillary two storey offices measuring a gross floor area of 2,598 square metres. The development will also include ancillary site development works for underground duct work, drainage and utility service yards, car parking, signage to the proposed unit, complete with new access locations off Birch Avenue Extension	Granted	Within LAP	06.03.2018	A distant hydrological connection was noted in the AA Screening report which followed on from the original EIS report. While some drainage ditches within the Logistics park had direct connectivity to downs stream European sites, others including those adjacent to the proposed development had no connectivity. Furthermore, attenuation measures were included in the design.
F16A/0587	Trimstar Ltd., Old Airport Road	A new standalone five storey over basement level hotel comprising 100 bedrooms, meeting rooms and ancillary services	Granted	Within LAP	15.01.2018	Proposal included a Natura 2000 Impact Screening report (dated December 2016). The prosed drainage system for the development provides a treatment train which would rule out negative impacts on protected habitats and Natura 2000 sites.
F17A/0664	Rohan Holdings Ltd., Dublin Airport Logistics Park	The construction of a single storey unit for Industrial and/or Warehouse use with ancillary two storey offices measuring a gross floor area of 3,438 square metres. The development will also include an inboard ESB sub-station, ancillary site development works for underground duct work, drainage and utility services, service yards, car parking, signage to the proposed units, extension of the access road off Maple Avenue to the south and new access location	Granted	<500metres	01.02.2018	Proposal included a Screening for AA, although not locate on planning portal. Chief Executives Order noted that the proposed development would not have a significant effect on any Natura 2000 site within a 15km radius of the subject site
F16A/0549	CHC Ireland Ltd., Dublin Airport	A new double bay, single storey hangar with attached 2 storey building of associated maintenance facilities, office and staff areas	Granted	Within LAP	13.2.2017	Planning proposal included a Screening for AA report. The existing facility has considerable documented environmental controls in place, but nonetheless, it was recognised that surface water drainage to airport apron drainage systems a

						pathway existed to Baldoyle Bay. The design included for controlled discharge through isolation of pollutants from exposed ground for percolation, attenuation and greenfield rates discharge as well as the developments oil interceptor prior to discharge via the airport drainage system to Cuckoo stream. Owing to the nature of the modifications to the ongoing operations, it was deemed not possible to differentiate the cumulative impacts from the wider environs at Dublin Airport and that with the implementation of the design and measures proposed as part of the design, there was no element that potential to significantly alter the favourable conservation objectives of qualifying features from the Natura 2000 sites. In-combination effects are not deemed likely.
F17A/0308	Site D4, Horizon Logistics Park, St Margaret's, Swords, Co. Dublin.	Development on Site D4 (previously granted permission under F17A/0308). The development will consist of a new ESB sub-station & switch rooms plus associated site development works to include the alteration of the previously approved fencing & gated access to accommodate new sub-station. All of the above on a site of 0.030 ha	Granted	Outside LAP	28.06.17	Proposal did not submit a Screening for AA. However, by virtue of the proposal, no likely significant effects on European sites were predicted.
F17A/0255	Holiday Inn Express, Dublin Airport	Permission for an extension of c. 3,369 m² to the Holiday Inn Express Hotel	Granted	Within LAP	08.05.2017	Subject to Screening for AA, the proposal was proximal to the Santry river and by association downstream European sites. It was considered that the there was no evidence the poor water quality was negatively affecting the conservation objectives of the European sites. The planned capacity increase at Ringsend Wastewater treatment plant would improve upon water quality in the future.
F16A/0437	The Clayton Hotel, Dublin Airport	Redevelopment of the existing hotel	Granted	Outside LAP	11.01.2017	Screening for AA report submitted as part of planning application. Discharge of foul water to public network e.g. the north fringe sewer. Surface water on site passes through attenuation including silt traps and petrol interceptors. Based on the assessment, it was concluded that the project posed no potential for significant effects.
F16A/0447	Radisson Blu Hotel, Dublin Airport	Modification to the existing hotel and construction of a 6 storey (over 2 level basement) extension	Granted	Within LAP	18.01.2017	The AA Screening report noted no watercourses within the site, and no indication of connectivity within the 5km ZoI. Assessment concluded that the project on its own would not impact Natura 2000 site and that cumulatively, including the development on the same site and another adjacent but separate development would have no cumulative impact on Natura 2000 sites.

F16A/0479	The Premier Inn Hotel, Dublin Airport	The construction of a 6 storey extension to the side (north-east elevation) of the existing hotel	Granted	Outside LAP	01.02.2017	Screening for AA identified a number of hydrological pathways via minor streams that eventually discharge to downstream coastal European sites, specifically Malahide Estuary SAC and SPA. Overloading at the Swords WwTP was noted, but owing to the fact that it was already operating above capacity, the impact was considered imperceptible negative but not significant, owing to the <1% net increase in foul discharge. The assessment conclude that no LSE would be expected and that given the small scale and urban nature of the development would negate the in combination impacts potentially impacting Natura 2000 sites.
F16A/0446	CG Hotels Dublin Airport Limited, Dublin Airport	The construction of a new standalone 7-storey (over 2 level basement) hotel	Granted	Within LAP	12.10.2016	Screening for AA concluded that no likelihood of negative impacts to any designated Natura 2000 site.
F16A/0041	Ryans Investments, Dublin Airport	Permission for retention of the existing security perimeter fencing the proposed erection of a new Storage Building on site, a Car wash with screen, Private Petrol and Diesel dispensing pumps	Granted	Within LAP	28.06.2016	No Screening for AA located in planning folder. Chief Executives Order notes that in respect of the Natura 2000 sites no impacts were expected owing the improvement to the collection and treatment of surface water runoff and inclusion of petrol interceptors.
NF16A/0479	The Premier Inn Hotel, Dublin Airport	The construction of a 6 storey extension to the existing Premier Inn Hotel.	Granted	<2km	01.02.2017	A Screening for Appropriate Assessment was submitted as part of the planning submission. (not found on Planning portal). The Chief Executives order noted that the development was removed from European sites and that as a result of its connection to existing services, would not directly or indirectly impact upon European sites.
F16A/0155 ABP Ref: PL06F.247299	DAA, Dublin Airport	Permission for a period of 8 No. years for development at the existing western and eastern ancillary car parks associated with the former Aer Lingus Head Office Building (HOB) and the Annex building (and associated lands to the south). The application site comprises an area of c.4.58 hectares.	Granted	Within LAP	08.02.2017	An Bord Pleanala report noted that an Appropriate Assessment Screening report was lodged (not on planning portal). The Board was satisfied that the proposed development by virtue of the design and either individually or in combination with other plans or projects, would not be likely to have a significant effect on any European Site and concluded that a Stage Two assessment was not required.
F16A/0338	DAA, Dublin Airport	Works to upgrade the existing road junction between Gate 9 and the R108 Road	Granted	Within LAP	02.11.2016	Although not accompanied by a to Screening for AA, the proposal is limited in extent and would not impact upon European sites by virtue of no identifiable pathway. In-combination effects are not deemed likely.
F15A/0580	DAA, Dublin Airport	Providing a twin feeder, aviation fuel, underground, hydrant pipeline from the existing fuel farm to Pier 1,3,4 and 5. The total length of	Granted	Within LAP	22.03.2016	Although not accompanied by a Screening for AA, the LA concluded that the information provided in the environmental report enabled a finding a of no

		the pipeline corridor is approximately 4.2 km.				significant adverse impacts on NATURA 2000 sites by virtue of mitigation measures presented In-combination effects are not deemed likely.
F15A/0234	DAA, Dublin Airport	Permission for development of 1. Providing a hard standing area (1,289m2) for relocated general services and equipment on Bond Road. 2. Realigning the airside-landside boundary on Bond Road	Granted	Within LAP	29.09.2015	Not accompanied by a Screening for AA. The consented project was conditioned with respect to 1) no surface water/rainwater shall discharge into the foul sewer system under any circumstances. 2. The surface water drainage shall be in compliance with the "Greater Dublin Regional Code of Practice for Drainage Works Version 6.0" FCC April 2006. In-combination effects are not deemed likely.

6 NEXT STAGES

6.1 Responses to Written Submissions

The draft LAP was put on public display between 3rd September and 15th October 2019. A total of 174 submissions were received, including a small number of issues that were not relevant to the LAP. The submissions identified to RPS for consideration and comment for LSE's to European sites and responses included in the Chief Executives report. A number of submissions such as those presented by the EPA included notification of procedural requirements and/or identification of data sources. Others e.g. Irish Water related to notification of infrastructural developments that would in time likely reduce environmental capacity constraints. In respect of the other submission they related to a separate Screening for AA process undertaken separately for FCC for a Noise Action Plan.

In summary the comments related to the following topics:

- A number of submissions express concerns in relation to increased night-time noise over Baldoyle Bay (Special Area of Conservation and Special Protection Area) and the possible adverse effects on the protected bird and wildlife species.
- The location of quiet areas protected by Natura 2000 (European sites) is questioned. It is noted that noise zone maps suggest that SAC's and SPA's along the Fingal and Dublin coastline will be severely encroached by noise emanating from Dublin Airport. In this regard, clarity is required as to the studies carried out to understand the impacts on bird and wildlife species in these areas.
- Reference is made to AA Screening in the Noise Action Plan process.
- Concern is expressed regarding the screening conclusion particularly in the context of recent planning applications which should be included in the assessment process.
- Consultation with NPWS or EPA is questioned.

As indicated in the CE reports, changes to the iterative Screening for AA were undertaken in advance of adoption of the LAP.

A key AA topic included *Night time noise on Bird issues*. A response, copied below, was issued to address the concerns and it was demonstrated through that no likely significant effect was identified in respect of Special Conservation Interest birds from adjacent European sites.

"The sounds that birds hear can be divided into (1) non-threatening sounds, to which birds may be habituated and (2) threatening sounds. Examples of non-threatening sounds include wave noise on a beach or constant regular traffic noise. Threatening sounds include impulsive sounds such as thunder or construction piling. Aircraft noise from overflying aircraft is considered to be a constant regular noise that is not threatening to birds and to which they are likely to habituate rapidly.

Phalan and Nairn (2007)[17] report on disturbance to waterbirds in South Dublin Bay. Waterbird numbers, human activities and disturbance events were systematically recorded at Irishtown in South Dublin Bay over a three-month period in the winter of 2000/2001. This study found *inter alia* that low-flying aircraft (<500m [1,640 ft] altitude) caused no apparent disturbance. Birds feeding in the study area generally seemed habituated to people, dogs and vehicles that moved predictably along paths, and even to low-flying aircraft.

IECS (2009)[18] found that observations of aircraft overflights on the Humber Estuary on approach to and departure from Humberside Airport recorded wader flight responses to fast military jets (arriving over the

[17] Phalan, B. & Nairn, R.G.W. (2007). Disturbance to waterbirds in South Dublin Bay. Irish Birds, **8**, pp223-230.

[18] IECS 2009

estuary before their noise), with the same flocks not exhibiting a flight response to slower training flights by the same type of military aircraft at the same site. It was hypothesised that the birds could see the aircraft arrive over the estuary at the same time as hearing the noise. This study also found that Waterfowl on the Humber have habituated to regular approaches of planes towards Humberside Airport, with no flight response to the planes passing over the mudflats.

The literature suggests that the noise and visual stimuli of regular aircraft overflying in excess of 1,000 ft will not significantly disturb waterbirds at their coastal sites. A public consultation by daa in 2016 presented noise modelling contours for arrivals and departures of aircraft to and from Dublin Airport and this indicated that aircraft are in excess of 1000 ft [and up to 3000+ ft] when overflying the Dublin coastline.

Phalan and Nairn (2007) found that low-flying aircraft caused no apparent disturbance to waterbirds in South Dublin Bay and River Tolka Estuary SPA. The Conservation Objectives Supporting Document for Baldoyle Bay SPA contains a Disturbance Assessment which does not list aircraft as a disturbing activity to waterbirds of that SPA. An observational study previously undertaken at Baldoyle Bay SPA and Rogerstown Estuary SPA sites has revealed that waterbirds do not react to overflying aircraft (J McCrory pers. comms).

It is reasonable to conclude that on the basis of the literature reviewed, waders and waterbirds are almost certainly already habituated to overflying aircraft at altitude, and that a significant effect upon either the long term population trend, or range, timing and intensity of use of areas by overwintering bird species Special Conservation Interests of the Dublin coastline SPA sites is not likely to occur as a result of the Dublin Airport LAP".

Inland Fisheries Ireland sought a number of objectives pertaining to addressing water quality in the LAP lands and the separation of surface water and trade effluent. High level objectives are already included in the County Development Plan, and in recognition of the submission, Fingal have modified a number of objectives, particularly in relation to strengthening the Water Framework Directive requirements. These reinforced measures are included in **Section 6.2**

Another issue relates to the in-combination assessment and the fact that it overlooked some projects. The AA process is an iterative process and as such, new plans or projects that come into the public realm cannot be captured. In respect of one identified project, namely a vetinary station. This project was submitted to the Planning Authorities post submission of the of the Screening for AA report that accompanied the draft LAP document for the purposes of public consultation. It was not the final report nor had the determination been made in respect of the developing LAP.

6.2 Recommended Changes

A full list of the draft objectives is included in Appendix B. Changes arising from recommendations from consultation process in respect of the LAP and subsequently adopted are included in section 17.0 of the Chief Executives report which accompanies the LAP. These are reproduced in **Table 7.**

Table 7: Summary of recommended Amendments to LAP

Chapter	Submission	Objective / Section	Recommendation	AA
1 Introduction - No Change				N/A
2 Dublin Airport in Context - No Change				N/A
3 Forecasts and Capacity Constraints				
	152 daa	3.2.1.3	Delete the following in Section 3.2.1.3 Apron as follows: ~~'The apron is the area between the runways/taxiways and terminal gates and where aircraft are parked, unloaded or loaded, refuelled, or boarded.~~' Replace with the following: Section 3.2.1.3 'Apron means a defined area intended to accommodate aircraft for purposes of loading or unloading passengers, mail or cargo, fuelling, parking, or maintenance.	No LSE owing to recommended change.
4 Vision and Strategic Objectives - No Change				N/A
5 Transition to a Low Carbon Economy				
		5.1	Amend section 5.1 of draft LAP (and corresponding text of SEA ER) to replace ~~"At COP21 in Paris 2015, the parties reached a legally binding and universal agreement to limit global warning to 1.5°C above pre-industrial levels~~" with the following text: At COP21 in Paris 2015, the parties ~~reached a legally binding and universal~~ agreed~~ment~~ to combat climate change and to accelerate and intensify the actions and investments needed for a sustainable low carbon future. The Paris Agreement central aim is to strengthen the global response to the threat of climate change by keeping a global temperature rise this century well below 2°C above pre-industrial levels and to pursue efforts to limit global warming to 1.5°C above pre-industrial levels.	No LSE owing to recommended change.
6 Economic Impact of Dublin Airport				
	146 TII 169 OPR 170 NTA	ED02	It is proposed to amend the wording of Objective ED02 as outlined below: In order to protect the core aviation function of Dublin Airport, no further non-air transport related office development shall be permitted at the HT zoned lands within the Airport until such time as required roads infrastructure is in place and public and sustainable transport such as the Swords CBC and Metro Link are operational. Any planning application for further phases of development at Dublin Airport Central shall be accompanied by a traffic and transport impact assessment setting out the impact of development on core airport function and shall include mobility management plans which shall comply with the Surface Access and Transport objectives in Chapter 8 of this LAP.	No LSE owing to recommended change.

	170 NTA	EA12	Amend objective EA12 as outlined below- To maintain and protect accessibility of freight to and from Dublin Airport as a priority in particular with respect to accessibility from the M1, M50 and the TEN-T network for freight movements. Any planning applications for new or expansion of freight and cargo operations within the DA zoned lands shall be accompanied by a traffic and transport impact assessment, specific proposals for the application of mobility management measures and the demonstration of consistency with the overall Dublin Airport Mobility Management Plan.	No LSE owing to recommended change.
7 Airport Infrastructure				
	126 Eirgrid	UT1	Amend Objective UTI as follows: 'Support and facilitate the development and upgrade of strategic information telecommunications technology, electricity network and other required utilities infrastructure.'	No LSE owing to recommended change.
	152 daa	OS1	Amend Objective OS1 as follows: 'Control the type and height of any structures that may be developed in the environs of the Airport (in consultation with the Irish Aviation Authority and Dublin Airport in accordance with the Obstacle Limitation Requirements of Regulation (EU) No 139/2014 (EASA Certification Specifications), previously required under ICAO Annex 14 and which are depicted on the aerodrome operator's safeguarding map.'	No LSE owing to recommended change.
	173	7.2.1	Insert Figure 78 from DTTAS Review (2018) into Section 7.2.1 of the draft LAP to be identified as Fig. 7.1 'Potential Locations for a future Third Terminal' as per the DTTAS 'Review of Future Capacity Needs at Ireland's State Airports' August 2018 within Section 7.2.1 Terminals of the Draft LAP	No LSE owing to recommended change. The identification of any such potential new infrastructure would be subject to objectives within the FDP 2017-2023 Objective EA1 and would include feasibility and full environmental assessment including Appropriate Assessment as required under planning legislation.
8 Surface Access and Transport				
	146 TII 169 OPR 170 NTA	SF02	It is proposed to amend the wording of Objective SF02 as outlined below: Require, as part of any application that will result in increased demand for travel, the submission of a detailed transport model (based on the NTA ERM), to be undertaken in collaboration with stakeholders such as FCC, the National Transport Authority and Transport Infrastructure Ireland; a traffic and transport impact assessment; and specific proposals for the application of mobility management measures and the demonstration of consistency with the overall Dublin Airport Mobility Management Plan in order to prioritise	No LSE owing to recommended change.

			public transport, appropriately phase transport infrastructure requirements and the appropriate provision of carparking as set out in the South Fingal Transport Study, relevant to the growth of Dublin Airport.	
	170 NTA	MM1	Amend Objective MM1 as follows- Facilitate, with the relevant stakeholders, the coordination and/or amalgamation of all Mobility Management Plans within the Dublin Airport LAP area ~~campus~~, to provide an over-arching MMP for submission to Fingal County Council for approval every three years. This will include the designation of a mobility manager for the Airport by daa who should co-ordinate, engage and review the MMP. The first co-ordinated MMP should be delivered within 2 years of this LAP.	No LSE owing to recommended change.
	146 TII 170 NTA	MM4	Objective MM4: Require that all organisations operating within the Dublin Airport LAP area~~campus~~ implement the overarching Mobility Management Plan, either as part of regular stakeholder liaison or incorporation within the development management process, through submission of MMPs with planning applications.	No LSE owing to recommended change.
	170 NTA	CY1	Amend Objective CY1 and CY2 as follows- Objective CY1: Provide for cycle paths separated from traffic along the R132 between Pinnock Hill Roundabout and the boundary with Dublin City Council as part of the Swords Core Bus Corridor. Cycle paths shall comply with the National Cycle Manual and shall be designed in accordance with best practice.	No LSE owing to recommended change.
	170 NTA	CY2	Objective CY2: All development proposals within the LAP shall be required to demonstrate provision of high quality cycle facilities for employees, to include secure bike parking facilities, and changing and shower facilities to incentivise sustainable transport. Cycle facilities shall comply with the National Cycle Manual and shall be designed in accordance with best practice	No LSE owing to recommended change.
	152 daa	8.2.3	'Provide appropriate levels of bus priority to serve existing and proposed long-term car parking facilitates ~~to the south and west of the Airport campus~~ to be considered in the context of the need to cater for higher frequency bus services on the proposed R132 Swords Road Core Bus Corridor, and this will require careful consideration in any future scheme proposals.'	No LSE owing to recommended change.
	152 daa	EA6	Amend Objective EA 6 as follows: 'Facilitate the delivery of the R132 Swords Road Core Bus Corridor and to seek its prioritisation as a scheme of strategic national importance in enabling sustainable growth of Dublin Airport in the short-term ~~and in advance of MetroLink.~~'	No LSE owing to recommended change.
	152 daa	PT4	Amend Objective PT4 as follows: 'Facilitate the delivery of the R132 Swords Road Core Bus Corridor and to seek its prioritisation as a scheme of strategic national importance in enabling sustainable growth of Dublin Airport in the short-term ~~and in advance of MetroLink~~.'	No LSE owing to recommended change.

	152 daa	8.4.6	Amend 8.4.6 as follows: The use of the Dublin Airport taxi rank is controlled by means of a permit system operated by daa. This ~~inherently~~ appears to reduce~~s~~ the number of taxis by placing an additional restriction on use, thereby possibly reducing the number of taxis by placing an additional restriction on use.	No LSE owing to recommended change.
	152 daa	8.6.1	Amend Section 8.6.1 Short Term Air Passenger Car Parks as follows: Delete ~~In total there are around 3,400 short-term spaces available to passengers.~~	No LSE owing to recommended change.
	152 daa	8.6.1	Amend text as follows: The provision of park and ride outside the DA zoning could be considered as part of an overall parking strategy noting that this would need more detailed consideration in terms of how such a measure would be managed within any overall Dublin Airport Mobility Management Plan.	No LSE owing to recommended change.
9 Environment and Community				
	85 IW	9.4.1	Insert the following new text into Section 9.4.1 'Foul Drainage' of the draft LAP: ''Multiple projects are currently being progressed by Irish Water to deliver the infrastructure and capacity necessary for predicted population growth within the Dublin Region. Any increased water demand or foul discharge from the plan lands will be contingent on the constraints of the Irish Water Capital Investment Programme and the approval of Irish Water as part of the statutory approval process within any planning application. The growth of Dublin Airport will be subject to the progress of the various improvement works and subject to the agreement of Irish Water. Planning consent will be dependent on capacity within wastewater treatment infrastructure. In particular, the following key projects are applicable to Dublin Airport. 1. Ringsend Wastewater Treatment Plant upgrade – The Ringsend Wastewater Treatment Plant is currently overloaded. An application for the upgrade was lodged with An Bord Pleanala in June 2018 and granted permission in April 2019. Upgrade works are scheduled to increase the treatment capacity from 1.64 million p.e. to 2.4 million p.e. This upgrade is currently programmed to be complete in 2025. Greater Dublin Drainage Project – Planning application lodged with An Bord Pleanala in 2018, oral hearing held in March 2019 and consent granted in November 2019.'	No LSE owing to recommended change.
	83 151 IFI 159	9.5	Amend Text within Section 9.5 as follows; 2. 'Future development should comply with the Dublin Airport Local Area Plan and Surface Water Management Plan objectives to ensure any impacts on water quality will be positive. All discharges to surface water and to ground water must support compliance with the European Communities European Objectives (Surface Waters) Regulations 2009 and with the European Communities (Groundwater) Regulations 2010 respectively, both of which give effect to the Water Framework Directive. Improvement of surface water quality is expected through implementation of SuDS Objectives. '	No LSE owing to recommended change.

	83 151 IFI 159	SWQ01	Amend Objective SWQ01 as follows; Applications for development shall demonstrate that they comply with the Water Framework Directive ~~will not deteriorate the status of either surface or ground water bodies.~~ Where appropriate, permissions shall be conditioned to require the developer to undertake actions in order to improve the status of water bodies, in line with the Water Framework Directive.	No LSE owing to recommended change.
	4 DCHG	9.8.1	The principle mechanism for the protection of the archaeological resource is ~~through~~ the implementation of the National Monuments Acts 1930 – 2004, in accordance with relevant international convention. The RMP ~~with~~ and sites and monuments…..	No LSE owing to recommended change.
	152 daa	9.8.2	Delete Section 9.8.2 Architectural Heritage as follows: '~~Three of the structures (1937 Terminal Building, Castlemoate House, and the Church of Our Lady Queen of Heaven) are in the ownership of daa and are located within the current airport campus.~~' Replace with the following: 'Two of the structures (1937 Terminal Building and Castlemoate House) are in the ownership of daa while the Church of Our Lady Queen of Heaven is in the ownership of the St. Laurence O'Toole Trust. These structures are located within the Airport campus.'	No LSE owing to recommended change
	152 daa	SW03	Amend Objective SW03 as follows: ~~Introduce SUDS measures to existing paved/developed areas that do not currently have any SUDS features.~~ 'That Dublin Airport examine the feasibility of incorporating SUDS features into existing areas for the flooding and water quality benefits of same.'	No LSE owing to recommended change.
	152 daa	SW08	i)Amend Objective SW08 as follows: 'Develop a robust surface water management system in compliance with the recommendations of the Dublin Airport Local Area Plan Strategic Flood Risk Assessment and Surface Water Management Plan associated with this LAP, to meet future development needs and providing resilience to the effects of climate change. ~~This will entail a full review of the current surface water system at Dublin Airport including a review of drain down times, attenuation volumes, discharge rates, and opportunities for the retrofit of SUDS.~~ The implementation of these plans and policy documents shall have regard to the outcomes of drainage studies undertaken for Dublin Airport, and any site specific, or industry specific information and requirements that may occur including consideration of upstream or downstream impacts.' ii) Amend Strategic Flood Risk Assessment and Surface Water Management Plan (Appendix 6) in this regard	No LSE owing to recommended change.
	152 daa	SW05	Amend objective SW05 as follows: i)'Alleviate local flooding issues within the study area by providing positive drainage to affected areas. 'Proposals should take into account objective FRM04 and that an Flood Risk Assessment is also conducted to ensure no increase in risk to third parties'. ii) Amend Strategic Flood Risk Assessment and Surface Water Management Plan (Appendix 6) in this regard.	No LSE owing to recommended change.
10 Next Steps				No Change
Appendices				

Strategic Environmental Assessment	120, 149, 156	4.9.1.1	Amend Section 4.9.1.1 to replace "~~At COP21 in Paris 2015, the parties reached a legally binding and universal agreement to limit global warning to 1.5°C above pre-industrial levels~~" with the following text: At COP21 in Paris 2015, the parties ~~reached a legally binding and universal~~ agreed~~ment~~ to combat climate change and to accelerate and intensify the actions and investments needed for a sustainable low carbon future. The Paris Agreement central aim is to strengthen the global response to the threat of climate change by keeping a global temperature rise this century well below 2°C above pre-industrial levels and to pursue efforts to limit global warming to 1.5°C above pre-industrial levels.	No LSE owing to recommended change.
	128, 137, EPA, HSE	Section 4.9.3	replace text relating to EPA's (2018) Air Quality in Ireland 2017 Report with the following text which relates to the EPA's (2019) Air Quality in Ireland 2018 Report The EPA's (2019) Air Quality in Ireland 2018 identifies that: ○ Levels at monitoring sites in Ireland were below the EU legislative limit values in 2018; o Ireland was above World Health Organization (WHO) air quality guideline value levels at a number of monitoring sites for fine particulate matter, ozone and nitrogen dioxide; ○ Ireland was above the European Environment Agency reference level for Polycyclic Aromatic Hydrocarbon (PAH), a toxic chemical, at three monitoring sites. Problem pollutants identified by the EPA include particulate matter from burning of solid fuel and nitrogen dioxide from transport emissions in urban areas. Indications that Ireland will exceed EU limit values for nitrogen dioxide in the near future. With regards to solutions, the report identifies that: ○ To tackle the problem of particulate matter, clean ways of heating homes and improve energy efficiency of homes can be progressed; and ○ To reduce the impact of nitrogen dioxide, transport options in the Government's Climate Action Plan can be implemented and transport choices can be considered by individuals. - Table 5.1 Strategic Environmental Objectives (SEOs), Indicators and Targets: include the following footnote after Environmental Component Population and Human Health Population and Human Health has the potential to interact with various environmental components – including "Soil", "Water", "Air and Climatic Factors", "Material Assets" and "Landscape". Various indicators and targets are provided for these components on this table. In selected targets for Air and Climatic factors AC1, replace the following text ~~10% increase in the number of people using sustainable transport modes (rail, bus, cycling walking) against current 2011 Travel to Work Modes. (target also linked to No. 3 PHH2 above)~~ with To increase the proportion of journeys to and from the airport that are taken on public transport or walked or cycled over the Plan period Table 5.1, to replace the following indicator and target under SEO No. 7: ~~· Percentage of new residential buildings granted planning with A3 or higher BER; · All new buildings to have an A3 or higher BER~~ With the following	No LSE owing to recommended change.

			text: The 2nd Fingal Development Plan SEA Monitoring Indictor and Target under this SEO are not directly relevant to the Airport LAP area; no additional measures are required. - Table 8.3 Overall findings, amend table heading as follows: Likely Residual Adverse Significant Effects Insert the following text in relation to Air and Climatic Factors under sub-heading Likely Residual Adverse Significant Effects: New Footnote: As detailed under Section 8.2, greenhouse gas emissions associated with flights operating in the EEA are covered by the EU ETS and airlines are required to monitor, report and verify their emissions, and to surrender allowances against those emissions. The scope of aviation in the EU ETS is limited to flights within the EEA. CORSIA will come into effect in 2021 and aims to stabilise global aviation emissions at 2020 levels by requiring airlines to offset any emissions growth after 2020 by purchasing eligible emission units generated by projects that reduce emissions in other sectors. As Ireland is a member of ICAO, Irish aircraft operators will have to offset any emissions growth after 2020 by purchasing eligible emission units, i.e. pay full carbon price. Greenhouse gas emissions from surface access will be limited by the wide policy framework relating to climate mitigation and adaptation, alternative energy use and energy/fuel efficiency, including provisions relating to the Metro, Swords Road Core Bus Corridor and increasing usage of electric cars. The onsite and offsite data collected since implementation of the local air quality monitoring programme at Dublin Airport has been generally found to be well within the limit values mandated in the Air Quality Standards Regulations. There are a number of local, existing air quality issues that would be made worse in the absence of progressing more sustainable surface access (which is provided for the Plan) and Air Quality Objectives AQ1 to AQ5. Air quality issues are likely to improve in the medium to longer term. An increase in the frequency of noise emissions. This has been mitigated for new development by management techniques including by the application of Noise Zones. The extent of areas affected by varying noise ranges is shown on Figure 4.13. Areas where noise levels are highest are indicated by Noise Zone A. Various provisions have been integrated into the Plan and wider framework to ensure that noise levels at sensitive receptors will be minimised. Risks remain due to uncertainty with regard to climate and interactions with issues including flooding and material assets. However, flood risk has been mitigated in compliance with relevant legislative requirements and areas identified as being at elevated levels of flood risk have been provided for appropriately. - Table 10.1, insert additional sources as follows: The EPAmanaged network of air quality monitoring stations (including in Fingal and Swords); Annual progress report relating to European Communities (Environmental Noise) Regulations 2018; and insert relevant monitoring frequencies. In selected targets for Air and Climatic factors, replace the following text ~~100% increase in the number of people using sustainable transport modes (rail, bus, cycling walking) against current 2011 Travel to Work Modes. (target also linked to No. 3 PHH2 above)~~ with To increase the proportion of journeys to and from the airport that are taken on public transport or walked or cycled over the Plan period Replace the following text ~~Percentage of new residential buildings granted planning with A3 or higher BER All new buildings to have an A3~~	

			~~or higher BER~~ with <u>The 2nd Fingal Development Plan SEA Monitoring Indictor and Target under this SEO are not directly</u> relevant to the Airport LAP area; no additional measures are required To make reference to The emerging Clean Air Strategy (currently being prepared) in Appendix II to the SEA Environmental Report "Relationship with Legislation and Other Plans and Programmes".	
6 Strategic Flood Risk Assessment and Surface Water Management Plan				
	152 daa	6.2	Amend paragraph 3 in Section 6.2 of the Strategic Flood Risk Assessment and Surface Water Management Plan (Appendix 6) as follows: 'Whereas, it is not part of the current brief, the daa should review the performance of all stormwater infrastructure, both within the subject study area and also the receiving watercourses downstream. JBA understands that there are ongoing surface water management studies a Drainage Masterplan is currently being written conducted by a third party consultant for the daa. The ongoing studies will include important information on the surface water management system and flood risk for daa lands. This information is currently not available and is unlikely to be available prior to the adoption of the Dublin Airport LAP. Any subsequent updated relevant information regarding drainage or flooding that becomes available post adoption of the LAP will be considered at that time. As there are known flooding issues areas of predicted flooding downstream of Dublin Airport (as referenced by the CFRAM flood mapping), there is an opportunity to potentially reduce both the rate and volume of stormwater from the Airport lands which would be advantageous for all concerned.	No LSE owing to recommended change.
	152 daa	6.4 Page 28 of SFRA and SWMP	Amend Section 6.4 Surface Water Management Strategy within Appendix 6 as follows: 'Fingal Co Council / daa should also look to retro-fit SuDS <u>where feasible</u>, to' Insert the following at the end of the third and sixth bullet point at page 28 of the Strategic Flood Risk Assessment and Surface Water Management Plan (Appendix 6) as follows: <u>'Evidence provided by FCC after consultation with local residents'.</u> <u>'Any adjustment to the pipe sizing would need to be accompanied by a suitably detailed FRA'.</u>	No LSE owing to recommended change.

6.3 Councillor Motions

Four (4) motions were put forward in respect of the draft LAP at a Council Meeting on 9th December 2019. Three of the four motions were adopted. These are identified in **Table 8**. The full text of the on the reasoning for adoption is included in the Chief Executives Response, published elsewhere.

Table 8: Summary of Councillor Motions

Motion	Proposed Change	Motions adopted	Recommended Change	AA Assessment
1	Include the following in the LAP Fingal County Council is committed to the goals of the Paris Agreement and will take them into account in all decisions in relation to the Airport, including in considering the impact on the climate of emissions from aviation. All predictions of variation demand offered to or undertaken by the Council will be evaluated and adjusted to be compliant with credible global aviation scenarios consistent with the goals of the Paris Agreement	Adopted	No Change	No LSE owing to recommended change
2	Insert the following Objective - Objective CY3 – Provide the Santry River Greenway as far as the boundary with Dublin City Council. The design shall comply with the National Cycle Manual and shall be in accordance with best practice.	Adopted	Insert the following in Section 8.3 on page 62 Objective CY3 "Provide the Santry River Greenway as far as the boundary with Dublin City Council. The design shall comply with the National Cycle Manual and shall be designed in accordance with best practice"	No LSE owing to recommended change The inclusion of the named greenway is subject to a number of objectives contained in the FDP 2017-2023, particularly those contained in the Development Management Standards to ensure that would not have a likely significant effect on European sites and their conservation objectives.
3	Insert the following Objective - Objective Cy4 – Provide quality walking and cycling access between Ballymun and the Airport consistent with Objective MT15 of the County Development Plan. The design shall comply with the National Cycle Manual and shall be in accordance with best practice.	Adopted	Insert the following in Section 8.3 on page 62 Objective CY4 "Provide quality walking and cycling access between Ballymun and the Airport consistent with Objective MT15 of the County Development Plan. The design shall comply with the National Cycle Manual and shall be designed in accordance with best practice."	No LSE owing to recommended change The inclusion of the named linear feature is subject to a number of objectives contained in the FDP 2017-2023, particularly those contained in the Development Management Standards to ensure that would not have a likely significant effect on European sites and their conservation objectives.
4	Amend Objective 10 to read – Facilitate provision of stronger connectivity between Dublin Airport and the heavy rail/DART network along existing roads and prioritise public and sustainable transport provision through development lands at Clonshaugh Belcamp and Clongriffin.	Not Adopted	No Change	No LSE as no change to previously screened objective.

6.4 Editorial Changes following adoption of LAP

A number of changes were made by the Local Authority Planning Department to the text of the LAP, following its adoption. This largely included the omission of some discrete sections of text to take account of the fact that consultation process had already been completed and need not be referenced as an element of an objective or typographical changes e.g. capitalisation (identified in green in the **Table 9** below).

In other instances, the addition of discrete text (identified in green in the **Table 9** below). These editorial changes are not considered to be material changes to the LAP and as such do not constitute any change in the AA assessment.

Table 9: Editorial Changes Post LAP Adoption*

Chapter	Section	Editorial Change	AA Assessment
1 Introduction	1.3 Public Consultation re. Last paragraph within this section.	'The findings of the public consultation were ~~have been~~ used to guide the preparation of th~~is~~e LAP. ~~and will be used to guide and support further public consultation in relation to the LAP.~~ This Plan incorporates the extensive feedback gathered from ~~the first~~ public consultation, as well as from continuous engagement with local communities, the Irish Aviation Authority, daa, environmental stakeholders and other interested parties. ~~Responses to public consultation in relation to the draft plan will continue to inform the adopted Local Area Plan.~~'	No LSE owing to editorial change
Chapter 9 Environment and Community	Section 9.1 Noise Re. 3rd and 4th paragraph within this section.	The mitigation and control of aircraft noise is currently determined by legislation set out by a UN organisation called the ICAO and the EU, including: » **The Reduction of Noise at Source (ICAO Noise standards);** » **The ICAO 'Balanced Approach' to noise management,** » **EU Regulation 598/14, which enshrines the 'balanced approach' into EU Law;** » **The Aircraft Noise (Dublin Airport) Regulation Act 2019.** The 'balanced approach' sets out a method of noise management that favours reduction of noise at the locations affected, through land-use planning and noise reduction measures. To comply with the EU noise management Regulation, the Aircraft Noise (Dublin Airport) Regulation Act 2019 designates Fingal County Council as the 'Competent Authority' for the purposes of monitoring Aircraft Noise levels at Dublin Airport. This legislation also introduces a new set of procedures for noise assessment and management. The Dublin Airport LAP is a land use plan for the purposes of effective land-use planning and safeguarding the use of the Airport. Noise zones relating to Dublin Airport have been in place for many years to aid land use planning. ~~with the current noise zones first contained in the Fingal Development Plan 2005-2011. The current noise zones are based on noise exposure from an expanded Dublin Airport including a new north runway. The basis of the noise zones was underpinned by relevant guidance in relation to aircraft noise and its effects available at that time.~~ Since the publication of ~~those~~ previous noise zones in 2005, and over the last decade, further evidence has emerged that has updated understanding of how aircraft noise can affect health and quality of life. With the north runway set to become operational in 2022, updated information is	No LSE owing to editorial change

Chapter	Section	Editorial Change	AA Assessment
		available relating to aircraft noise performance and flight paths. For these reasons, it ~~is~~ was considered appropriate to update the noise zones for Dublin Airport to allow for more effective land use planning for development within airport noise zones. The ~~proposed~~ updated noise zones are set out in Fig. 9.1. ~~Proposed~~ Dublin Airport ~~n~~Noise ~~z~~Zones and policies relating to development ~~in n~~Noise ~~z~~Zones are set out in ~~the proposed~~ Variation No. 1 to the Fingal Development Plan 2017 - 2023.	
Appendix 1 Strategy for St Margaret's Special Policy Area	Section 1.7 Housing and St. Margaret's Special Policy Area Re Paragrpah 1 in this section	'One of the foremost concerns identified during feedback relates to the current housing restrictions as they relate to the Airport Inner Noise Zone [Noise Zone A] where new housing for non-farm family members is actively resisted. Options identified by the community in view of these current restrictions include, (i)designating a new alternative location within the rural zoned lands of the north County to cater for the future housing needs of St. Margaret's as well as (i) an increase in the area where housing can be considered for non-farm family members outside the Airport Inner Noise Zone [Noise Zone A].'	No LSE owing to editorial change
	Re Paragraph 8 & 9 in this Section 1.7 of Appendix 1	Housing provision in the 'Special Policy Area' of St. Margaret's is guided by Fingal's Rural Settlement Strategy as set out in Section 5.2 of the FDP 2017-2023 and specifically under Objectives RF40 and RF41 in the context of the rural zoning objectives of the area and its location within Noise Zone A (ie. the Airport Inner Noise Zone) where new housing provision is actively resisted with the exception for those who are actively engaged in farming. This is to ensure the avoidance of conflict between airport operations and land uses and to ensure that new developments will not be subject to unacceptable levels of aviation generated noise and unduly impact on residential amenity. In this regard, the current housing provisions are considered appropriate. As an alternative, consideration is currently given to the development of new housing for those not involved in farming but who have family homes within Noise Zone A (ie. the Airport Inner Noise Zone) in locations on suitable sites outside the Airport Inner Noise Zone but within ~~two~~ five kilometres [in accordance with adopted Variation 1 of the FDP 2017-2023] from that noise zone and subject to an M1 east/west stipulation. To ensure that the need to live as close as possible to the existing family is met and to avoid undue pressure on certain areas of the Greenbelt, the M1 provides an east-west boundary, with those living to the east being considered for housing on suitable sites to the east, and those living to the west being considered for housing on suitable sites to the west. Site selection should ensure that the rural character of the area is maintained and that multiple sites on single landholdings are avoided.	No LSE owing to editorial change No change as the text incorporates that which was included in paragraph 10 and for which the Screening for AA had previously considered.
	Re Paragraph 10 in this Section 1.7 of Appendix 1	~~To acknowledge the restrictions faced by those not involved in farming and have family homes in Zone A (ie. Airport Inner Noise Zone) an increase in the area where housing can be considered is appropriate. In this regard, the current two kilometres requirement from the Airport Inner Noise Zone to an extended 5 kilometres is proposed. This will allow those outside~~	No LSE owing to editorial change

Chapter	Section	Editorial Change	AA Assessment
		~~farming to avail of a greater choice of alternative lands outside the Airport Inner Noise Zone to accommodate their housing need. In this regard, Fingal County Council propose a variation to the Fingal Development Plan 2017-2023.~~	

*Text that was omitted is shown as ~~strikethrough~~, while new text is shown in green.

7 SCREENING CONCLUSION AND STATEMENT

RPS has prepared this screening for AA report in compliance with the relevant legislation, European Commission guidance, national guidance, and current case law. The potential impacts arising out of the implementation of the draft LAP have been considered in the context of the European sites potentially affected, their qualifying interests and/or special conservation interests, and their conservation objectives.

Similarly any motions and editorial amendments have similarly been considered in respect of LSE on European sites within the ZOI of the LAP and their qualifying features.

The assessment has been undertaken in view of scientific knowledge and in view of the conservation objectives of the European sites concerned. Measures intended to avoid or reduce harmful effects of the proposed draft LAP on European sites, have not been taken into account in accordance with the judgement of CJEU case C-323/17, amongst others. It was considered that on the basis of objective information that the implementation of the LAP, individually or in combination with other plans and projects will not have a significant effect on a European site. Therefore, it is concluded at this stage, that AA is not required of the Dublin Airport LAP.

Appendix A

European Site Details

Site Name & Code Conservatin Objectives Version	Distance	Qualifiying Interest / Special Conservation Interest	Conservation Objectives	Attributes
Special Areas of Conservation				
Baldoyle Bay **SAC 000199** **Site Specific Conservation Objectives Series version 1.0 (19/11/12)**	ca.5.8km	**Annex I Habitats** • 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]	To maintain the favourable conservation condition of the following habitats in Baldoyle Bay SAC: Mudflats and sandflats not covered by seawater at low tide, *Salicornia* and other annuals colonizing mud and sand. Atlantic salt meadows (Glauco-Puccinellietalia maritimae), Mediterranean salt meadows (Juncetalia maritimi)	Attribute Habitat Area Community distribution Attribute Habitat Area Habitat distribution Physical Structure – creeks and pans, flooding regime, Vegetation structure – zonation, vegetation height, vegetation cover, Vegetation composition – typical species and subcommunities Vegetation structure – negative indicator species Attribute Habitat Area Habitat distribution Physical Structure – sediment supply, creeks and pans, flooding regime Vegetation structure – zonation, height, cover Vegetation composition – typical species (and subcommunities) Vegetation structure – negative indicator species
Malahide Estuary **SAC 000205**	ca.3.9km	**Annex I Habitats** • Mudflats and sandflats not covered by seawater	To maintain the favourable conservation condition of the following habitats in	Attribute Habitat area

Site specific Conservation Objectives Series version 1.0 (27/05/13)		at low tide [1140] • *Salicornia* and other annuals colonising mud and sand [1310] • *Spartina* swards (Spartinion maritimae) [1320]*** • 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]* ***No conservation objective set for this species as it is considered a non-native species	Malahide Estuary SAC. Mudflats and sandflats not covered by seawater at low tide, *Salicornia* and other annuals colonising mud and sand & Mediterranean Salt meadows To restore the favourable conservation condition of the following habitats in the SAC: Atlantic salt meadows, Shifting dunes along the shoreline with *Ammophila arenaria*	Community extent Community structure – *Zostera* density, Mytilus edulis density Community distribution <u>Attribute</u> Habitat area Habitat distribution Physical structure – sediment supply, creeks and pans, flooding regime Vegetation structure – zonation, height, cover Vegetation composition – typical species, Vegetation structure – negative indicator species <u>Attribute</u> Habitat area Habitat distribution Physical structure – sediment supply, creeks and pans, flooding regime Vegetation structure – zonation, height, cover Vegetation composition – typical species, Vegetation structure – negative indicator species <u>Attribute</u> Habitat area Habitat distribution Physical structure –functionality and sediment supply Vegetation structure – zonation, Vegetation composition - plant health of dune grasses, typical species, negative indicator species

			Fixed coastal dunes with herbaceous vegetation (grey dunes)	Attribute Habitat area Habitat distribution Physical structure –functionality and sediment supply Vegetation structure – zonation, bare ground, sward height, Vegetation composition - typical species, negative indicator species, Scrub & trees.
North Dublin Bay SAC 000206 **Site specific Conservation Objectives Series version 1.0 (06/11/13)**	ca.6.4km	**Annex I Habitats** • 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] • Mediterranean salt meadows (Juncetalia maritimi) [1410] • Embryonic shifting dunes [2110] • Shifting dunes along the shoreline with *Ammophila arenaria* (white dunes) [2120] • Fixed coastal dunes with herbaceous vegetation (grey dunes) [2130]* • Humid dune slacks [2190] **Annex II Species** • Petalwort (*Petalophyllum ralfsii*) [1395]	To maintain the favourable conservation condition of the following habitats in North Dublin Bay SAC. To restore the favourable conservation condition of Annual vegetation of drift lines in North Dublin Bay SAC To restore the favourable conservation condition of Salicornia and other annuals colonizing mud and sand in North Dublin Bay SAC.	Attribute Habitat area Community extent Community structure – *Zostera* density, Mytilus edulis density Community distribution Attribute Habitat area Habitat distribution Physical structure –functionality and sediment supply Vegetation structure – zonation Vegetation composition – typical species, negative indicator species Attribute Habitat area Habitat distribution Physical structure – sediment supply, creeks and pans, flooding regime Vegetation structure – zonation, height, cover Vegetation composition – typical species, Vegetation structure – negative indicator species Attribute

			To maintain the favourable conservation condition of the following habitats in North Dublin Bay SAC. Atlantic salt meadows & Mediterranean salt meadows	Habitat area Habitat distribution Physical structure – sediment supply, creeks and pans, flooding regime Vegetation structure – zonation, height, cover Vegetation composition – typical species, Vegetation structure – negative indicator species
			To restore the favourable conservation condition of the following habitats in North Dublin Bay SAC - Embryonic shifting dunes & Shifting dunes along the shoreline with *Ammophila arenaria*	<u>Attribute</u> Habitat area Habitat distribution Physical structure – functionality and sediment supply Vegetation structure – zonation, Vegetation composition - plant health of dune grasses, typical species, negative indicator species
			To restore the favourable conservation condition of the Fixed coastal dunes with herbaceous vegetation in North Dublin Bay SAC	<u>Attribute</u> Habitat area Habitat distribution Physical structure – functionality and sediment supply Vegetation structure – zonation, bare ground, sward height Vegetation composition- typical species, negative indicator species, scrub & trees
			To restore the favourable conservation condition of the Humid dune slacks in North Dublin Bay SAC.	<u>Attribute</u> Habitat area Habitat distribution Physical structure – functionality and sediment supply, Hydrological and flooding regime

			To maintain the favourable conservation condition of Petalwort in North Dublin Bay SAC.	Vegetation structure – zonation, bare ground, vegetation height Vegetation composition- typical species, cover of *Salix repens*, negative indicator species, scrub & trees. <u>Attribute</u> Distributions of populations Population size Area of suitable habitat Hydrological conditions – soil moisture Vegetation structure – height and cover
South Dublin Bay SAC 00210 **Site Specific Conservation Objectives Series version 1.0 (22/08/13)**	ca.9.3km	**Annex I Habitats** • Mudflats and sandflats not covered by seawater at low tide [1140]	To maintain the favourable conservation condition of Mudflats and sandflats not covered by seawater at low tide in South Dublin Bay SAC.	<u>Attribute –</u> Habitat Area Community Extent Community Structure: *Zostera* density Community Distribution Physical structure – sediment supply, creeks and pans, flooding regime Vegetation structure – zonation, height, cover Vegetation composition – typical species, Vegetation structure – negative indicator species
Special Protection Areas				
Malahide Estuary SPA 004025 **Site Specific Conservation Objectives version 1.0 (16/08/13)**	ca.3.9km	**SCI Species** • Great Crested Grebe (*Podiceps cristatus)* [A005] • 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]	To maintain the favourable conservation condition of the following species in Malahide Estuary SPA, which is defined by the following list of attributes and targets: Great Crested Grebe, Brent Goose, Shelduck, Pintail, Goldeneye, Red-breasted Merganser, Oystercatcher, Golden Plover, Grey Plover, Knot, Dunlin, Black-tailed Godwit, Bar-tailed Godwit, Redshank.	<u>Attribute</u> Population trend Distribution <u>Attribute</u>

		• Golden Plover (*Pluvialis apricaria)* [A140] • Grey Plover (*Pluvialis squatarola)* [A141] • Knot (*Calidris canutus*) [A143] • Dunlin (*Calidris alpina alpina)* [A149] • Black-tailed Godwit (*Limosa limosa)* [A156] • Bar-tailed Godwit (*Limosa lapponica)* [A157] • Redshank (*Tringa totanus)* [A162] • Wetlands [A999]	To maintain the favourable conservation condition of the wetland habitat in Malahide Estuary SPA as a resource for the regularly-occurring migratory waterbirds that utilise it.	Habitat Area
South Dublin Bay and River Tolka Estuary **SPA 004024** **Site Specific Conservation Objectives Series version 1.0 (09/03/15)**	ca.6.1km	**SCI Species** • Light-bellied Brent Goose (*Branta bernicla hrota*) [A046] • Oystercatcher (*Haematopus ostralegus*) [A130] • Ringed Plover (*Charadrius hiaticula*) [A137] • Grey Plover (*Pluvialis squatarola*) [A141]** • Knot (*Calidris canutus*) [A143] • Sanderling (*Calidris alba*) [A1446. • Dunlin (*Calidris alpina alpina*) [A149] • Bar-tailed Godwit (*Limosa lapponica*) [A157] • Redshank (*Tringa totanus*) [A162] • Black-headed Gull (*Chroicocephalus ridibundus*) [A179] • Roseate Tern (*Sterna dougallii*) [A192] • Arctic Tern (*Sterna paradisaea*) [A194] • Wetlands [A999] • **Grey Plover is proposed for removal from the list of SCI for the SPA. No site-specific conservation Objective has been set.	To maintain the favourable conservation condition of the following species in South Dublin Bay and River Tolka Estuary SPA: Light bellied Brent Goose, Oystercatcher, Ringed plover, Knot, Sanderling, Dunlin, Bar-Tailed Godwit, Redshank, Black Headed Gull, Roseate Tern, Common Tern, Arctic Tern.	<u>Attribute (all SCI bar Terns and Grey Plover)</u> Population trend Distribution <u>Attribute (Roseate Tern)</u> Passage population: individuals Distribution roosting areas Prey biomass available Barriers to connectivity Disturbance at roosting site <u>Attribute (Common Tern)</u> Breeding population abundance Productivity rate Passage population: individuals Distribution: breeding colonies Distribution: roosting areas Prey Biomass available Barriers to Connectivity Disturbance at breeding site Disturbance at roosting site <u>Attribute (Arctic Tern)</u> Passage population: individuals Distribution roosting areas Prey Biomass available

			To maintain the favourable conservation condition of the wetland habitat in South Dublin Bay and River Tolka Estuary SPA as a resource for the regularly-occurring migratory waterbirds that utilise it.	Barriers to connectivity Disturbance at roosting site <u>Attribute</u> Habitat Area
North Bull Island SPA 004006 **Site Specific Conservation Objectives Series version 1.0 (09/03/15)**	ca.6.4km	**SCI Species** • Light-bellied Brent Goose (*Branta bernicla hrota*) [A046] • Shelduck (*Tadorna tadorna*) [A048] • Teal (*Anas crecca*) [A052] • Pintail (*Anas acuta*) [A054] • Shoveler (*Anas clypeata*) [A056] • Oystercatcher (*Haematopus ostralegus*) [A130] • Golden Plover (*Pluvialis apricaria*) [A140] • Grey Plover (*Pluvialis squatarola*) [A141] • Knot (*Calidris canutus*) [A143] • Sanderling (*Calidris alba*) [A144] • Dunlin (*Calidris alpina alpina*) [A149] • Black-tailed Godwit (*Limosa limosa*) [A156] • Bar-tailed Godwit (*Limosa lapponica*) [A157] • Curlew (*Numenius arquata*) [A160] • Redshank (*Tringa totanus*) [A162] • Turnstone (*Arenaria interpres*) [A169] • Black-headed Gull (*Chroicocephalus ridibundus*) [A179] Wetlands [A999]	To maintain the favourable conservation condition of the following species in North Bull Island SPA: Light Bellied Brent Goose, Shelduck, Teal, Pintail, Shoveler, Oystercatcher, Golden Plover, Grey Plover, Knot, Sanderling, Dunlin, Black-tailed Godwit, Bar-tailed Godwit, Curlew, Redshank, Turnstone, Black-headed Gull To maintain the favourable conservation condition of the wetland habitat in North Bull Island SPA as a resource for the regularly-occurring migratory waterbirds that utilise it.	<u>Attribute</u> Population trend Distribution <u>Attribute</u> Habitat Area
Baldoyle Bay SPA 004016 **Site Specific Conservation Objectives Series version 1.0 (27/02/13)**	ca.5.8km	**SCI Species** • Brent Goose (*Branta bernicla hrota*) [A046] • Shelduck (*Tadorna tadorna*) [A048] • Ringed Plover (*Charadrius hiaticula*) [A137] • Golden Plover (*Pluvialis apricaria*) [A140] • Grey Plover (*Pluvialis squatarola*) [A141] • Bar-tailed Godwit (*Limosa lapponica*) [A157] • Wetlands [A999]	To maintain the favourable conservation condition of the following species in Rogerstown Estuary SPA: Brent Goose, Shelduck, Ringed Plover, Golden Plover, Grey Plover, Bar-tailed Godwit. To maintain the favourable conservation condition of the wetland habitat in Baldoyle Bay SPA as a resource for the regularly-occurring migratory waterbirds	<u>Attribute</u> Population trend Distribution <u>Attribute</u> Habitat Area

			that utilise it.	

Appendix B

Assessment of Draft LAP Objectives versus European Site Conservation Objectives

Chapter, Section & Objective	Draft LAP Objective	Risk of Likely Significant Effect
Chapter 1 Introduction	Recognising the need for sustainable growth, the chapter provides the background for the need and purpose for preparing the draft LAP, as well as describing the process of public consultation - **No Objectives listed**	The chapter provides the context of the LAP. As such there is no relationship to European sites and hence no risk posed.
Chapter 2 Dublin Airport in Context	The chapter introduces the strategic position of Dublin Airport, and identifies the policy hierarchy of relevant International, EU and national and regional Plans to which the draft Dublin LAP is proposed - **No Objectives listed**	The chapter puts the existing airport into perspective. As such, there is no relationship to European sites and hence no risk posed.
Chapter 3 Forecasts and Capacity Constraints	The chapter sets out a number of long-term forecasts to 2050. It identifies the short and medium-term investments required to optimise airport activities and provides a framework against which to plan for future growth and investment - **No Objectives listed**	The chapter provides detail on the existing airport infrastructure and forecasts the likely needs to 2050. As such, there is no relationship to European sites and hence no risk posed.
Chapter 4 Vision and Strategic Objectives for Dublin Airport	The draft LAP provides the principal development management tool for the airport area. The overarching vision is to safeguard the current and future use, having regard to sustainable development framework - **No Objectives listed**	The chapter identifies the key strategic objectives that frame the vision for the LAP. Projects arising out of the vision for the airport would need to be cognisant of the objectives contained within the Draft LAP and the overarching FDP 2017-23, in particular the Development Management Standards. As such, there is no relationship to European sites and hence no risk posed.
Chapter 5 Transition to a Low Carbon Economy	The challenges posed by climate change across a number of key sectors, many of which have relevance to Dublin Airport, are recognised in this chapter. The sustainable growth at the airport must be tempered with the need to reduce carbon emissions and safeguard the environment in which the airport is based.	Although outside the regulatory control of the Local Authority, there is a strong emphasis on contributing towards reducing carbon emissions through the planning process. The proposed objectives recognise the considerable issues regarding climate change and are framed to support ambitious global and national targets to address climate change. The adoption of the measures would over time benefit the local and regional ecological network. As such there is no direct relationship to European sites and no risk posed.
Climate Mitigation and Adaptation Objectives		
CA01	Support relevant provisions contained in the Fingal County Council Climate Change Action Plan 2019-2024, the National Climate Action Plan (2019 and any subsequent versions), National Climate Change Adaptation Plan (2017 and any subsequent versions).	The implementation of this support measure has no relationship to European sites, hence no risk posed.
CAO2	Major applications for aviation related expansion at Dublin Airport shall be supported by a carbon reduction strategy to include mitigation measures for implementation as part of development proposals.	The implementation of this measure has no relationship to European sites, hence no risk posed.
CAO3	Require that all new developments at the airport incorporate design solutions aimed at reducing carbon emissions, including the incorporation of renewable energy and energy saving technologies where practicable, including the use of district heating/cooling systems.	The implementation of this measure has no relationship to European sites, hence no risk posed.
CA04	Facilitate sustainable energy development proposals and projects aimed at reducing the airport's carbon footprint.	The implementation of this measure has no relationship to European sites, hence no risk posed.
CA05	Facilitate improved public transport links to and from the airport and require that all traffic generating applications at the airport demonstrate measure to maximise non-motorised and public transport use while minimising the use of the private car	The implementation of this measure has no relationship to European sites, hence no risk posed.

Chapter, Section & Objective	Draft LAP Objective	Risk of Likely Significant Effect
CA06	All planning applications including proposals for more than 20 car parking spaces shall demonstrate provision and installation of Electric Vehicle charging infrastructure.	The implementation of this measure has no relationship to European sites, hence no risk posed.
Circular Economy and Waste Management Objectives		
WM01	Support, where appropriate, the provision of proposals to aid the transition from a waste management economy to a green circular economy. .	The implementation of this measure has no relationship to European sites, hence no risk posed.
WM02	Promote a waste prevention and minimisation programme to target all aspects of waste in the LAP boundary area, focusing on all airport, commercial and domestic waste producers.	The implementation of this measure has no relationship to European sites, hence no risk posed.
Chapter 6 The Economic Impact of Dublin Airport		
Economic Objectives		
ED1	Ensure an appropriate balance is achieved between developing the unique potential of Dublin Airport as an economic generator and major employer in the County and protecting the core operational function as the Country's main international airport.	The implementation of this measure has no direct relationship to European sites. It reinforces the need for a balance between protecting the operational function of the airport. No site specific detail is provided, and any such proposals required to maintain the functionality of the airport would be obligated to ensure the requirement of Objective EA1.
ED2	In order to protect the core aviation function of Dublin Airport, no further non-air transport related office development shall be permitted at the HT zones lands within the airport until such time as required roads infrastructure is in place and public and sustainable transport such as Swords CBC and Metrolink are operational. Any planning application for further phases of development at Dublin Airport Central shall be accompanied by a traffic impact assessment of the impact of development on core airport function.	Any such future development in this area is prohibited from consideration until further supporting infrastructure are in place and accompanied by a traffic impact assessment. The implementation of this measure has no direct relationship to European sites. However, future proposals would be obligated to ensure the requirement of Objective EA1.
ED3	Engage with and support aviation uses associated with Dublin Airport to create quality and easily accessible employment opportunities for Fingal residents.	The implementation of this measure has no relationship to European sites, hence no risk posed.
Chapter 7 Airport Infrastructure		
Enabling Infrastructure to Facilitate Airport Growth		
EA1	All development proposals at Dublin Airport shall have regard to the requirement for environmental assessment including screening for AA, Environmental Impact Assessment and Flood Risk Assessment in accordance with relevant legislation and guidelines.	The implementation of this measure reinforces the need for environmental consideration of all development projects in accordance with relevant legislation and guidelines. As such there is no relationship to European sites, hence no risk posed.
EA2	All development proposals shall safeguard key operational features of the airport (runways, taxiways, obstacle surfaces, radar and control tower sightlines.	The implementation of this measure has no relationship to European sites, hence no risk posed.
EA3	All development proposals shall not prejudice the orderly operation and continued growth including the provision of a third terminal in the future.	The implementation of this measure requires that future development would ensure the airports continued operation. New development, particularly major infrastructure such as a third terminal has the potential to result in likely significant effect on European sites and their Qualifying Interests. However, no site specific detail is provided, and any such

Chapter, Section & Objective	Draft LAP Objective	Risk of Likely Significant Effect
		proposals would be obligated to ensure the requirement of Objective EA1.
Terminals		
TP1	Facilitate the on-going augmentation and reconfiguration of existing terminal facilities at Dublin Airport to ensure optimal use, subject to assessment of surface access constraints.	The implementation of this measure has no relationship to European sites, hence no risk posed.
TP2	Support and facilitate the expansion and enhancement of US preclearance facilities.	The implementation of this measure has no relationship to European sites, hence no risk posed.
TP3	Support the detailed review of the three identified locations for a third terminal at Dublin Airport as set out in the Department of Transport, Tourism and Sport (DTTAS), 'Review of Future Capacity Needs at Ireland's State Airports', (August 2018) during the lifetime of this LAP with a view to identifying the most appropriate location.	The implementation of this measure has no relationship to European sites, hence no risk posed. All such studies to identify a possible location would be subject to the requirements of Objective EA1, namely environmental assessment including screening for AA, Environmental Impact Assessment and Flood Risk Assessment in accordance with relevant legislation and guidelines.
Runways		
RW1	Facilitate the operation of runways at Dublin Airport in line with current operational procedures, as determined by way of existing planning permissions or as otherwise determined in line with the requirements of the Aircraft Noise (Dublin Airport) Regulation Act 2019.	The implementation of this measure has no relationship to European sites, hence no risk posed.
Taxiway Objectives		
TW1	To facilitate the development, amendment and enhancement of existing taxiways where required to improve efficiency of airside operations.	The implementation of this measure has no relationship to European sites, hence no risk posed. All such developments would be subject to the requirements of Objective EA1.
Aircraft Parking Stands and Boarding Gates Objectives		
SBG1	Facilitate the development of new stands, piers and boarding gates in line with the expansion of associated runway and terminal capacity across the Airport having regard to the need to protect key operational areas.	The implementation of this measure has no relationship to European sites, hence no risk posed. All such enhancements would be subject to the requirements of Objective EA1.
SBG2	Provide improved and expanded parking facilities for aircraft.	All such expansion would be within the existing airfield lands. Nonetheless any such enhancements would be subject to the requirements of Objective EA1, hence no risk posed to European sites.
Apron Objectives		
AP1	Facilitate the orderly expansion and the enhancement of existing aprons where required to support airfield infrastructure and operations.	The implementation of this measure has no relationship to European sites, hence no risk posed. All such expansion would be subject to the requirements of Objective EA1.
AP2	Facilitate the efficient operation of existing and new apron areas.	The implementation of this measure has no relationship to European

Chapter, Section & Objective	Draft LAP Objective	Risk of Likely Significant Effect
		sites, hence no risk posed.
Air Cargo Objectives		
CG1	Facilitate air cargo operations through the provision of improved apron facilities.	The implementation of this measure has no relationship to European sites, hence no risk posed. Where new apron facilities are required, they would be subject to the requirements of Objective EA1.
CG2	Facilitate the relocation and expansion of new cargo facilities and potential consolidation of air cargo operations, subject to site specific flood risk assessment and transport assessment.	The implementation of this measure has no relationship to European sites, hence no risk posed. Where new facilities are required to be constructed, all such expansion would be subject to the requirements of Objective EA1.
Maintenance Repair and Overhaul (MRO) Objectives		
HM1	Facilitate and support the provision of aircraft MRO facilities	The implementation of this measure has no relationship to European sites, hence no risk posed.
HM2	Facilitate the relocation and potential consolidation of maintenance, repair and overhaul (MRO) facilities. Such planning applications shall be accompanied by a demonstration of need, along with an operational overview of existing and proposed facilities and shall have regard to impact on neighbouring uses.	The implementation of this measure has no relationship to European sites, hence no risk posed. Where new facilities are required to be constructed, they would also be subject to the requirements of Objective EA1.
Engine Testing Objectives		
ET1	Minimise the noise from future engine testing activities by seeking to locate site engine ground running in suitable locations to reduce impact on populated residential areas. Any future planning proposals shall include a noise impact assessment and noise mitigation measures to ameliorate noise.	The implementation of this measure has no relationship to European sites, hence no risk posed. Where new facilities are required to be constructed, they would also be subject to the requirements of Objective EA1.
Airfield Vehicular Circulation Objectives		
AV01	Support and facilitate efficient circulation of airside ground support service vehicles within the airfield.	The implementation of this measure has no relationship to European sites, hence no risk posed.
AV02	Support the replacement of the existing aircraft ground service vehicles with electric vehicles within the lifetime of this LAP.	The implementation of this measure has no relationship to European sites, hence no risk posed.
Supporting Utility Infrastructure Objectives		
UT1	Support and facilitate the development and upgrade of strategic information telecommunications technology and other required utilities infrastructure.	The implementation of this measure has no relationship to European sites, hence no risk posed.
Operational Safeguarding Objective		
OS1	Control the type and height of any structures that may be developed in the environs of the Airport (in consultation with the Irish Aviation Authority) in accordance with the Obstacle Limitation Requirements of Regulation (EU) No 139/2014 (EASA Certification Specifications), previously required under ICAO Annex 14 and which are depicted on the aerodrome operator's safeguarding map.	Building height has the potential to impact the flightline of birds, in particular SCI birds that move between the coastal SPA's and/or commute inland. Much of the area within the Dublin Airport LAP territory does not afford nesting/foraging territory for SCI birds, based on unpublished data from 2017 and 2018 survey data of the airport territory suggested that SCI species were generally in low numbers and the site

Chapter, Section & Objective	Draft LAP Objective	Risk of Likely Significant Effect
		would not be considered to be an important site for overwintering birds. Notwithstanding this fact, the measures aims at controlling the building heights, which would limit further disruption of potential flightlines. The implementation of this measure has no relationship to European sites, hence no risk posed.
Design Quality Objectives		
DS1	Ensure that all development at Dublin Airport will be of high quality design and finishes to reflect Dublin Airport's status as an international gateway airport.	The implementation of this measure has no relationship to European sites, hence no risk posed.
DS2	A design framework shall be undertaken by daa along with other relevant stakeholders, which shall identify materials, design themes and structural typologies for built form within the Airport campus for completion within six months of the adoption of the Dublin Airport LAP for agreement with the Planning Authority. Each planning application for development of built form within the Airport eastern campus shall comply with the material use and design themes established in the design framework.	The implementation of this measure has no relationship to European sites, hence no risk posed.
DS3	Any proposals for development of terminal extensions, or for new terminals shall adhere to the requirements of the design framework, unless alternatives are expressly agreed with the Planning Authority.	The implementation of this measure has no relationship to European sites, hence no risk posed. Where new development are required to be constructed, they would also be subject to the requirements of Objective EA1.
DS4	Require that all planning applications be accompanied by a design statement to demonstrate the key principles for Airport design as set out in Fig. 7.2 of this LAP along with the requirements of the agreed design framework.	The implementation of this measure has no relationship to European sites, hence no risk posed.
DS5	Encourage sustainable development through energy end use efficiency and increasing the use of renewable energy in all extensions and new buildings by requiring the following criteria be applied to ensure design and assembly of low-energy buildings: (i)Responsible environmental management in construction; (ii)A menu of superior design and specification towards sustainable construction options to include the following: (iii)Site layout and associated bio-climatic/ passive solar design measures (iv)Use of daylight where to reduce energy consumption (v)Use of healthy and controllable ventilation systems (vi) Use of heat recovery systems including Combined Heat and Power (vii) Promotion of water conservation measures (viii)Use of building materials with lower embodied energy use in manufacture (ix)Use of lower energy efficient lighting systems (x)Incorporation of renewable energy systems, e.g. active solar, heat pumps, etc in all buildings (xi)Optimising the use of Building Energy Management Systems (xii)Use of Monitoring and Targeting systems to monitor best practice in energy	The implementation of this measure has no relationship to European sites, hence no risk posed.

Chapter, Section & Objective	Draft LAP Objective	Risk of Likely Significant Effect
	consumption towards reducing CO2 emissions to the greatest extent practicable. A statement of consistency shall be required to be submitted with all planning applications for extensions and new buildings indicating measures proposed to comply with i – xii.	
South Fingal Transport Study 2019 Objectives		
SF01	Implement the recommendations of the South Fingal Transport Study in relation to Dublin Airport in order to ensure that a balanced response to the expansion of Dublin Airport occurs. It shall be a requirement that any planning applications to increase passenger numbers or that result in an increased demand for travel, shall clearly demonstrate the required transport infrastructure and measures to accommodate the proposed increase in line with the recommendations of the South Fingal Transport Study.	The recommendations contained in the transport study and subsequently implemented would be subject to the requirements of Objective EA1. The implementation of this measure has no relationship to European sites, hence no risk posed.
SF02	Require, as part of any application that will result in increased demand for travel, the submission of a detailed transport model (based on the NTA ERM), to be undertaken in collaboration with stakeholders such as FCC, the National Transport Authority and Transport Infrastructure Ireland, in order to appropriately phase transport infrastructure requirements and the appropriate provision of car-parking as set out in the South Fingal Transport Study, relevant to the growth of Dublin Airport.	The implementation of this measure has no direct relationship to European sites, hence no risk posed. Any future infrastructure arising out of this modelling proposed would be subject to the requirements of Objective EA1.
External Road Network Access Objectives		
EA1	Maintain and protect accessibility to Dublin Airport as a priority and provide for alternative access points to the road network in line with the recommendations of the South Fingal Transport Study.	Where new access points within the LAP territory are required to be constructed, they would be subject to the requirements of Objective EA1. The implementation of this measure has no relationship to European sites, hence no risk posed.
EA2	Ensure that the transport network, including road infrastructure, has the capacity to better arrange traffic in the vicinity of Dublin Airport and to cater for the estimated growth in traffic into the future. This includes the upgrade of the Airport Roundabout to increase capacity, potentially through grade separation as part of the first proposal to increase surface access passengers where it cannot be demonstrated that public transport provision would satisfy travel demand.	Any new road developments or upgrades are subject to a number of objectives contained in the FDP 2017-2023, particularly those contained in the Development Management Standards. Where new access points or road infrastructure within the draft LAP territory are required to be constructed, they would be subject to the requirements of Objective EA1 before consenting, to ensure that would not have a likely significant effect on European sites and their conservation objectives. The implementation of this measure has no relationship to European sites, hence no risk posed.
EA3	Develop the external road network on a phased and planned basis	All road developments within the LAP territory would be subject to the requirements of Objective EA1. Road developments outside of the LAP but intersecting it would be subject to similar the objectives contained in the FDP 2017-2023.
EA4	Reserve an alignment for the East West Link Road from Collinstown Lane to	This scheme is already identified in the FDP2017-2023 as Objective

Chapter, Section & Objective	Draft LAP Objective	Risk of Likely Significant Effect
	Clonshaugh Road.	Swords 13. All road developments within the LAP territory would be subject to the requirements of Objective EA1. Road developments outside of the LAP would be subject to similar the objectives in the FDP 2017-2023.
EA5	Provide for the Airport Western Access route to Dublin Airport from the N2 corridor, with consideration being given to the future capacity requirements and development layout of Dublin Airport	Already identified in the FDP2017-2023 as Objective Swords 13, road developments within the LAP territory would be subject to the requirements of Objective EA1. Road developments outside of the LAP would similarly be subject to similar objectives in the FDP 2017-2023.
EA6	Facilitate the delivery of the R132 Swords Road Core Bus Corridor and to seek its prioritisation as a scheme of strategic national importance in enabling sustainable growth of Dublin Airport in the short-term and in advance of MetroLink.	The public consultation for the emerging preferred route for this CBC scheme closed on March 29th 2019. Any such route would be subject to environmental consideration and AA before it could be consented. The implementation of this measure has no relationship to European sites, hence no risk posed.
EA7	To ensure proposals for road network improvements in the vicinity of Dublin Airport have regard to the effective operation of future bus services generally and on the Swords Road Core Bus Corridor in particular.	Any new road developments or upgrades are subject to a number of objectives contained in the FDP 2017-2023, particularly those contained in the Development Management Standards. The implementation of this measure has no direct relationship to European sites, hence no risk posed.
EA8	Ensure proposals for road network improvements in the vicinity of Dublin Airport have regard to the effective operation of the M50 at key junctions such as the Airport Roundabout, M1 Airport Interchange, M50 Ballymun Interchange and the M1/M50 Interchange.	Any new road developments or upgrades are subject to a number of objectives contained in the FDP 2017-2023, particularly those contained in the Development Management Standards. The implementation of this measure has no direct relationship to European sites, hence no risk posed.
EA9	Enable efficient and reliable bus access on the R108 and Collinstown Lane and to ensure this function is provided as part of a future capacity upgrade as appropriate whilst allowing for any road realignment required as part of Dublin Airport's runway end safety area requirements and MetroLink portal construction.	The implementation of this measure has no relationship to European sites, hence no risk posed.
EA10	Facilitate a contingency strategy and emergency access plan to cater for unexpected incidents on the external and internal road networks in consultation with the relevant bodies.	The implementation of this measure has no relationship to European sites, hence no risk posed.
EA11	Develop appropriate signage facilities such as Variable Message Signs in order to cater for unexpected incidents on the external and internal road network.	The implementation of this measure has no relationship to European sites, hence no risk posed.
EA12	To maintain and protect accessibility of freight to and from Dublin Airport as a priority in particular with respect to accessibility from the M1, M50 and the TEN-T network for freight movements. Any planning applications for new or expansion of freight and cargo operations within the DA zoned lands shall be accompanied by a traffic impacts assessment.	The implementation of this measure has no relationship to European sites, hence no risk posed.
Public Transport and Sustainable Transport Objectives		
CY1	Provide for cycle paths separated from traffic along the R132 between Pinnock Hill roundabout and the boundary with Dublin City Council as part of the Swords Core Bus Corridor.	The implementation of this measure has no relationship to European sites, hence no risk posed.

Chapter, Section & Objective	Draft LAP Objective	Risk of Likely Significant Effect
CY2	All development proposals within the LAP shall be required to demonstrate provision of high quality cycle facilities for employees, to include secure bike parking facilities, and changing and shower facilities to incentivise sustainable transport	The implementation of this measure has no relationship to European sites, hence no risk posed.
Public Transport		
PT1	Encourage and facilitate the provision of an integrated public transport network to serve Dublin Airport.	The implementation of this measure has no relationship to European sites, hence no risk posed.
PT2	Require the development of a transport interchange including a MetroLink station at the centre of the Dublin Airport campus, in accordance with the implementation of MetroLink by 2027 by the National Transport Authority and Transport Infrastructure Ireland.	The implementation of this measure has no relationship to European sites, hence no risk posed.
PT3	Ensure that the proposed MetroLink station and interchange in Dublin Airport campus is undertaken to best international standards for public transport interchanges.	The implementation of this measure has no relationship to European sites, hence no risk posed.
PT4	Facilitate the delivery of the R132 Swords Road Core Bus Corridor and to seek its prioritisation as a scheme of strategic national importance in enabling sustainable growth of Dublin Airport in the short-term and in advance of MetroLink.	The public consultation for the emerging preferred route for this CBC scheme closed on March 29th 2019. Any such route would be subject to environmental consideration and AA before it could be consented. The implementation of this measure has no relationship to European sites, hence no risk posed.
PT5	Facilitate the development of bus priority facilities from the western side of the Dublin Airport campus to the terminal buildings, as a means of easing congestion on the existing road network. This will include the facilitation of car parking facilities on the western periphery and the implementation of bus priority facilities as needed, such as on the Collinstown Lane approach to the R132 Swords Road.	All such developments would be subject to environmental consideration and AA before it could be consented. The implementation of this measure has no relationship to European sites, hence no risk posed.
PT6	Investigate and provide for connections from the western parts of the airport campus to MetroLink, in the context of potential future planned development to the west of the existing terminals.	The implementation of this measure has no relationship to European sites, hence no risk posed.
PT7	Identify and protect an alignment for the Orbital Metro (Metro West) and to ensure connectivity between Metro West and Dublin Airport.	The Orbital metro is included as an objective as an objective on the FDP 2017-2023 (Objective MT27). There has been some preliminary design, although no final route has been approved. It is predicted that the project will not progress until after 2035 owing to lack of passenger demand and as such will unlikely be significantly developed during the lifetime of the LAP. Nonetheless it is considered prudent to protect a corridor free from development. The implementation of this measure has no relationship to European sites, hence no risk posed.
PT8	Support the provision of new and/or improved bus routes through and around the airport campus including bus lanes, shelters, access points and interchange facilities.	The implementation of this measure has no relationship to European sites, hence no risk posed.
PT9	Prioritise public transport and taxis on the external and internal road network.	The implementation of this measure has no relationship to European sites, hence no risk posed.
PT10	Facilitate provision of stronger connectivity between Dublin Airport and the heavy rail/DART network along existing roads, and to prioritise public and sustainable transport provision along any future East-West Link Road through development	The implementation of this measure has no relationship to European sites, hence no risk posed

Chapter, Section & Objective	Draft LAP Objective	Risk of Likely Significant Effect
	lands at Clonshaugh and Clongriffin.	
PT11	Provide real time information, wayfinding, directional and scheduling information regarding public transport services to allow passengers and staff to optimally use the public transport facilities available.	The implementation of this measure has no relationship to European sites, hence no risk posed
PT12	Provide for high quality bus priority on approach roads to Dublin Airport as required.	The implementation of this measure has no relationship to European sites, hence no risk posed.
PT13	Support the provision of improved taxi facilities	The implementation of this measure has no relationship to European sites, hence no risk posed.
Internal Access Objectives		
IA1	Require a review of traffic management arrangements around the Dublin Airport campus including internal access road and connections to the surrounding transport network, in order to provide for safe and efficient movement for all modes, as part of any planning application for an increase in origin-destination passenger numbers, which should assess the need for alterations in road alignment, grade separation, directional movement, and variable messaging signage, in order to provide for safe and efficient movement for all modes.	The implementation of this measure has no relationship to European sites, hence no risk posed.
IA2	Support the implementation of a transport service linking the terminal buildings with long-term car parks around the southern and western perimeter of Dublin Airport.	The implementation of this measure has no relationship to European sites, hence no risk posed.
IA3	Ensure that passenger facilities and services are designed and operated so as to enhance the experience of airport users. This includes provision of high quality, legible and efficient circulation routes for all modes, appropriate passenger and travel information, including public transport information boards, and wayfinding infrastructure, waiting facilities and other relevant passenger information.	The implementation of this measure has no relationship to European sites, hence no risk posed.
IA4	Work with all stakeholders to identify the most appropriate regime for the efficient operation of taxi services including the management of any permit system and the identification of future dedicated taxi routes within the campus.	The implementation of this measure has no relationship to European sites, hence no risk posed.
IA5	Provision of additional car-parking to serve uses within the DA zoned lands shall only be facilitated if it can be sufficiently demonstrated that the accessibility of Dublin Airport for its core uses including passengers and freight traffic will not be compromised.	The implementation of this measure has no relationship to European sites, hence no risk posed. Any additional new construction of car parking within the LAP territory would be subject to the requirements of Objective EA1. Similar objectives in the FDP 2017-2023 would apply to for new carparking outside the LAP lands.
Mobility Management Objectives		
MM1	Facilitate, with the relevant stakeholders, the coordination and/or amalgamation of all Mobility Management Plans within the Dublin Airport campus, to provide an over-arching MMP for submission to Fingal County Council for approval every three years. This will include the designation of a mobility manager for the airport by daa who should co-ordinate, engage and review the MMP. The first co-ordinated MMP should be delivered within 2 years of the adoption of this LAP.	The implementation of this measure has no relationship to European sites, hence no risk posed.
MM2	Identify and implement measures to maximise non-motorised and public transport use while minimising the use of the private car.	The implementation of this measure has no relationship to European sites, hence no risk posed.

Chapter, Section & Objective	Draft LAP Objective	Risk of Likely Significant Effect
MM3	Increase emphasis on the promotion of public transport usage among staff and passengers.	The implementation of this measure has no relationship to European sites, hence no risk posed.
MM4	Require that all organisations operating within the Dublin Airport campus implement the overarching Mobility Management Plan, either as part of regular stakeholder liaison or incorporation within Development Management Process.	The implementation of this measure has no relationship to European sites, hence no risk posed.
Car Parking Objectives		
CP1	Facilitate a review the location of bus/coach parking in front of Terminal 1 in conjunction with an analysis of new MetroLink Station, Terminal 2, and Kerb proposals, in order to provide for an efficient multi-mode transport interchange convenient to all airport users.	The implementation of this measure has no relationship to European sites, hence no risk posed.
CP2	Utilize existing car parking facilities in the most efficient way possible, including potentially though the use of (a) parking management systems (b) real time guidance information system and (c) variable message signs (VMS).	The implementation of this measure has no relationship to European sites, hence no risk posed.
CP3	Provide for the development of short-term and long-term passenger car parking facilities in an appropriate, coherent and transparent manner, phased in accordance with Dublin Airport's growth, and the transport infrastructural requirements of the South Fingal Transport Study.	The implementation of this measure has no relationship to European sites, hence no risk posed. Any additional new construction of car parking within the LAP territory would be subject to the requirements of Objective EA1. Similar objectives in the FDP 2017-2023 would apply to for new carparking outside the LAP lands.
CP4	Limit the growth of employee parking in order to improve public transport usage, particularly in locations near the centre of Dublin Airport campus where land can be more efficiently used for other purposes.	The implementation of this measure has no relationship to European sites, hence no risk posed. Any additional new construction of car parking within the LAP territory would be subject to the requirements of Objective EA1. Similar objectives in the FDP 2017-2023 would apply to for new carparking outside the LAP lands.
CP5	Provide for (a) good access from the external road network and (b) frequent shuttle connections to the terminal buildings, for long-term car parks and other strategic car parking facilities.	The implementation of this measure has no relationship to European sites, hence no risk posed. Access requiring construction within the LAP territory would be subject to the requirements of Objective EA1. Similar objectives in the FDP 2017-2023 would apply to for new carparking outside the LAP lands.
CP6	Provide for short-term car parks close to the terminal buildings so as to minimise passenger-walking distances.	The implementation of this measure has no relationship to European sites, hence no risk posed.
CP7	Limit the provision of new car parking to serve non-core uses within the DA zoned lands, and to control the supply of car parking at Dublin Airport so as to a) maximise the use of public transport b) reduce traffic congestion and c) to secure the efficient use of land.	The implementation of this measure has no relationship to European sites, hence no risk posed. Nonetheless, the construction of new car parking within the LAP territory would be subject to the requirements of Objective EA1. Similar objectives in the FDP 2017-2023 would apply to for new carparking outside the LAP lands.
Chapter 9 Environment and Community		
Flood Risk Management Objectives		
FRM01	Have regard to *The Planning System and Flood Risk Management, Guidelines for Planning Authorities* (DoEHLG/OPW 2009) and Circular PL2/2014, through the use of the sequential approach and application of the Justification Tests for	The implementation of this measure has no relationship to European sites, hence no risk posed. Undertaking the guidance test and provisions of measures provision of such are considered positive at a local

Chapter, Section & Objective	Draft LAP Objective	Risk of Likely Significant Effect
	Development Plans and Development Management.	geographical scale and unlikely to result in Likely Significant Effect to downstream European sites and the Conservation objectives of their respective Qualifying feature.
FRM02	Protect existing flood risk management infrastructure and safeguard planned future infrastructure.	The implementation of this measure has no relationship to European sites, hence no risk posed. The provision of the measures would benefit the ecological network at a local geographical scale and unlikely to result in Likely Significant Effect to downstream European sites and the Conservation objectives of their respective Qualifying feature.
FRM03	Implement and comply fully with the recommendations of the Dublin Airport Local Area Plan Strategic Flood Risk Assessment and Surface Water Management Plan.	The implementation of this measure has no relationship to European sites, hence no risk posed. The implementation of the recommendations arising out of that plan would benefit the ecological network at a local geographical scale and unlikely to result in Likely Significant Effect to downstream European sites and the Conservation objectives of their respective Qualifying feature.
FRM04	Ensure that a Flood Risk Assessment is carried out for any development proposal, in accordance with *The Planning System and Flood Risk Management, Guidelines for Planning Authorities* (DoEHLG/OPW 2009) and the recommendations of the Dublin Airport Local Area Plan Strategic Flood Risk Assessment and Surface Water Management Plan. This assessment should be appropriate to the scale and nature of risk to the potential development.	The implementation of this measure has no relationship to European sites, hence no risk posed. The outcome of any such assessment would benefit the ecological network at a local geographical scale and unlikely to result in Likely Significant Effect to downstream European sites and the Conservation objectives of their respective Qualifying feature.
Sustainable Urban Drainage Objectives		
SW01	Require all applications for development at Dublin Airport to demonstrate compliance with the Dublin Airport Local Area Plan Strategic Flood Risk Assessment and Surface Water Management Plan.	The implementation of this measure has no relationship to European sites, hence no risk posed. The provision of the measures would benefit the ecological network at a local geographical scale and unlikely to result in Likely Significant Effect to downstream European sites and the Conservation objectives of their respective Qualifying feature.
SW02	Introduce SUDS to new greenfield and brownfield development sites by adoption of the SUDS Management train approach.	The implementation of this measure has no relationship to European sites, hence no risk posed. The provision of the measures would benefit the ecological network at a local geographical scale and unlikely to result in Likely Significant Effect to downstream European sites and the Conservation objectives of their respective Qualifying feature.
SW03	Introduce SUDS measures to existing paved/developed areas that do not currently have any SUDS features.	The implementation of this measure has no relationship to European sites, hence no risk posed. The provision of the measures would benefit the ecological network at a local geographical scale and unlikely to result in Likely Significant Effect to downstream European sites and the Conservation objectives of their respective Qualifying feature.
SW04	Recharge the ground and reduce storm volumes by the use of suitable SUDS measures.	The implementation of this measure has no relationship to European sites, hence no risk posed. The provision of the measures would benefit the ecological network at a local geographical scale and unlikely to result in Likely Significant Effect to downstream European sites and the Conservation objectives of their respective Qualifying feature.
SW05	Alleviate local flooding issues within the LAP area by providing positive drainage to affected areas.	The implementation of this measure has no relationship to European sites, hence no risk posed. The provision of the measures would benefit

Chapter, Section & Objective	Draft LAP Objective	Risk of Likely Significant Effect
		the ecological network at a local geographical scale and unlikely to result in Likely Significant Effect to downstream European sites and the Conservation objectives of their respective Qualifying feature.
SW06	Reduce risk of bird strike when developing new sites and implementing SUDS measures.	The implementation of this measure, which is in keeping with the Dublin Airport Wildlife Management Plan, would ensure that available territory within the LAP for potential use by birds including SCI species is minimised. Thus, there would unlikely be a significant effect to SCI bird species from adjacent European sites.
SW07	Establish riparian corridors free from new development along all significant watercourses and streams. Ensure a riparian buffer strip either side of all watercourses within the LAP lands.	The provision of such undeveloped corridors would benefit the ecological network at a local geographical scale, and while the extent of the corridors is not specified, the higher level FDP2017-2023 identifies limits of buffer strips along watercourses - Objective WQ05. With this in mind, the implementation of this measure has no relationship to European sites, hence no risk posed.
SW08	Develop a robust surface water management system in compliance with the recommendations of the Dublin Airport Local Area Plan Strategic Flood Risk Assessment and Surface Water Management Plan associated with this LAP, to meet future development needs and providing resilience to the effects of climate change. This will entail a full review of the current surface water system at Dublin Airport including a review of drain down times, attenuation volumes, discharge rates, and opportunities for the retrofit of SUDS.	The implementation of this measure has no relationship to European sites, hence no risk posed. The provision of such a system would benefit the ecological network at a local geographical scale and will not pose likely significant effect on downstream European sites, in terms of the sites' Conservation Objectives.
SW09	Develop a policy on sustainable drainage systems in proximity to the Airport, to ensure aircraft safety	The implementation of this measure has no relationship to European sites, hence no risk posed. The provision of such a policy would ensure that appropriate SUDS measures only could be considered for development whilst maintaining aircraft safety, will not pose likely significant effects on downstream European sites, in terms of the sites' Conservation Objectives.
Water Supply Objectives		
IW1	Liaise with Irish Water to ensure that an adequate supply of drinking water is available for the sustainable development of the Airport.	The implementation of this measure has no relationship to European sites, hence no risk posed.
IW2	Lliaise with and work in conjunction with Irish Water during the lifetime of the plan for the provision, extension and upgrading of waste water collection and treatment systems necessary to facilitate the sustainable development of the Airport.	The implementation of this measure has no relationship to European sites, hence no risk posed. The provision of such measures arising out of the IW plan could benefit ecology at a local scale and will not pose likely significant effects on downstream European sites, in terms of the sites' Conservation Objectives.
IW3	Collaborate with Irish Water to ensure the delivery of their Capital Investment Plan or any other relevant investment works programme to ensure both foul and water capacity constraints are not a deterrent to sustainable development.	The implementation of this measure has no relationship to European sites, hence no risk posed. The provision of such measures arising out of the IW plan could benefit ecology at a local scale and will not pose likely significant effects on downstream European sites, in terms of the sites' Conservation Objectives.
Surface Water Quality Objectives		
SWQ01	Applications for development shall demonstrate that they will not deteriorate the status of either surface or ground water bodies. Where appropriate, permissions	The implementation of this measure has a relationship to European sites by virtue of the hydrological connectivity of the LAP lands. The provision

Chapter, Section & Objective	Draft LAP Objective	Risk of Likely Significant Effect
	shall be conditioned to require the developer to undertake actions in order to improve the status of water bodies, in line with the Water Framework Directive.	of such a requirement however, will benefit ecology at a local scale and will not pose a likely significant effect on downstream European sites, in terms of the sites' Conservation Objectives.
SWQ02	The Dublin Airport Local Area Plan Strategic Flood Risk Assessment and Surface Water Management Plan should strive to achieve 'good status' in all its associated waterbodies in compliance with the *Water Framework Directive, the River Basin Management Plan for Ireland 2018-2021* and the associated Programme of Measures (second cycle) and in cooperation with the development and implementation of the third cycle *River Basin Management Plan 2022-2027* and any subsequent plans.	The implementation of this measure has no relationship to European sites, hence no risk posed. The provision of such a requirement could benefit ecology at a local scale and will not pose a likely significant effect on downstream European sites, in terms of the sites' Conservation Objectives.
Ground Water Objectives		
WQ01	Strive to achieve 'good status' in all waterbodies in compliance with the *Water Framework Directive, the River Basin Management Plan for Ireland 2018-2021* and the associated Programme of Measures (second cycle) and in cooperation with the development and implementation of the third cycle *River Basin Management Plan 2022-2027*.	The implementation of this measure has no relationship to European sites, hence no risk posed. The implementation of the recommendations could benefit ecology at a local scale and will not pose a likely significant effect on downstream European sites, in terms of the sites' Conservation Objectives.
WQ02	Protect and develop, in a sustainable manner, the existing groundwater sources and aquifers in the County and control development in a manner consistent with the proper management of these resources in conformity with *the River Basin Management Plan for Ireland 2018-2021* and the associated Programme of Measures (second cycle) and to cooperate with the development and implementation of the third cycle *River Basin Management Plan 2022-2027* and any subsequent plans.	The implementation of this measure has no relationship to European sites, hence no risk posed. The implementation of the recommendations could benefit ecology at a local scale and will not pose a likely significant effect on downstream European sites, in terms of the sites' Conservation Objectives.
WQ03	Implement the recommendations of the Groundwater Protection Scheme.	The implementation of this measure has no relationship to European sites, hence no risk posed. The implementation of the recommendations could benefit ecology at a local scale and will not pose a likely significant effect on downstream European sites, in terms of the sites' Conservation Objectives.
Air Quality Objectives		
AQ1	Implementation of the provisions of EU and National legislation relating to air quality, as appropriate and in conjunction with all relevant stakeholders.	The implementation of this measure has no relationship to European sites, hence no risk posed.
AQ2	Implement the recommendations of the Dublin Regional Air Quality Management Plan or any subsequent plan(s) and any other relevant policy documents and legislation in order to preserve good air quality where it exists or aim to improve air quality where it is unsatisfactory.	The implementation of this measure has no relationship to European sites, hence no risk posed.
AQ3	Ensure that development proposals in the Dublin Airport LAP area take account of the current and predicted changes in air quality, greenhouse emissions and local environmental conditions.	The implementation of this measure has no relationship to European sites, hence no risk posed.
AQ4	Take account of the global and local impacts of aviation as well as the likelihood of international action to limit greenhouse gas emissions from aviation through action at the International Civil Aviation Organisation (ICAO)as mandated in the Kyoto Protocol when evaluating any proposals to significantly increase the use of Dublin Airport.	The implementation of this measure has no relationship to European sites, hence no risk posed.

Chapter, Section & Objective	Draft LAP Objective	Risk of Likely Significant Effect
AQ5	Undertake a review of existing air quality monitoring (and associated appropriate remedial action in the case of breaches) within and surrounding the Airport (including changes in Particulate Matter (PM) at relevant locations). Where relevant, such a review should identify additional monitoring proposals, remedial actions and implementation systems – such needs shall be provided for by Fingal County Council and/or the daa.	The implementation of this measure has no relationship to European sites, hence no risk posed.
Built and Natural Heritage Objectives		
Archaeology Objectives		
AR1	Ensure archaeological remains within the LAP area are identified and fully considered at the very earliest stages of the development process and that schemes are designed to avoid impacting on the archaeological heritage.	The implementation of this measure has no relationship to European sites, hence no risk posed.
AR2	Protect the archaeological resource by favouring the preservation in situ or at a minimum, preservation by record of archaeological sites, monuments, features or objects in their settings.	The implementation of this measure has no relationship to European sites, hence no risk posed.
AR3	Require proposals for linear development over one kilometre in length; proposals for development involving ground clearance of more than half a hectare; or developments in proximity to areas with a density of known archaeological monuments and history of discovery; to include an Archaeological Impact Assessment and refer such applications to the relevant Prescribed Bodies.	The implementation of this measure has no relationship to European sites, hence no risk posed.
Architectural Heritage Objectives		
AH1	Have particular regard to the conservation and protection of the 1937 Old Central Terminal Building and its setting.	The implementation of this measure has no relationship to European sites, hence no risk posed.
AH2	Ensure as far as is consistent with the development of necessary airport facilities, the conservation of the architectural heritage within the LAP area and in the areas immediately adjoining the plan area.	The implementation of this measure has no relationship to European sites, hence no risk posed.
AH3	Seek the reuse and retention of the Protected Structures within the LAP lands.	The implementation of this measure has no relationship to European sites, hence no risk posed.
Natural Heritage Objectives		
NH1	Require that any development proposal involving significant removal of trees, hedgerow or which otherwise might impact on existing ecology including wildlife habitat, shall be accompanied by proposals for compensatory habitat either within the LAP boundary or on alternative lands in the general vicinity of the Airport.	The implementation of this measure has no relationship to European sites, hence no risk posed. The implementation of such proposals could benefit ecology at a local scale and will not pose a likely significant effect on downstream European sites, in terms of the sites' Conservation Objectives.
NH2	Mitigation should take place within the LAP area, wherever possible, and where this is not possible, outside this area but within the local area. Mitigation will include, inter alia, the provision of compensatory habitat, and should be aimed at ensuring there is no net loss of habitats and those populations of species of conservation concern are maintained.	The implementation of this measure has no relationship to European sites, hence no risk posed. The implementation of such proposals could benefit ecology at a local scale and will not pose a likely significant effect on downstream European sites, in terms of the sites' Conservation Objectives.
NH3	All development proposals shall have regard to the Fingal Heritage Plan 2018-2023 and the Fingal Biodiversity Plan 2010-2015 and any subsequent plan(s)	The implementation of this measure has no relationship to European sites, hence no risk posed.

Chapter, Section & Objective	Draft LAP Objective	Risk of Likely Significant Effect
	where appropriate.	
Community Support Objectives		
CS1	Fingal County Council will continue to engage with local communities that are likely to be affected by the growth of the Airport with a view to ensuring their concerns are understood and appropriate mitigation proposals implemented where required.	The implementation of this measure has no relationship to European sites, hence no risk posed.
CS2	Support the continual engagement between the daa and neighbouring communities regarding airport growth.	The implementation of this measure has no relationship to European sites, hence no risk posed.
CS3	Support the implementation of the strategy for the Special Policy Area of St Margaret's included in Appendix 1 to this LAP.	The implementation of this measure has no relationship to European sites, hence no risk posed.
Chapter 10 Next Steps	The objectives listed below, which are repeated for completeness, are listed across previous chapters of the LAP. There is no change in the wording.	
TP3	Support the detailed review of the three identified locations for a third terminal at Dublin Airport as set out in the Department of Transport, Tourism and Sport (DTTAS), 'Review of Future Capacity Needs at Ireland's State Airports', (August 2018) during the lifetime of this LAP with a view to identifying the most appropriate location	The implementation of this measure has no relationship to European sites, hence no risk posed. All such studies to identify a possible location would be subject to the requirements of Objective EA1.
DS2	A design framework shall be undertaken by daa along with other relevant stakeholders, which shall identify materials, design themes and structural typologies for built form within the Airport campus for completion within six months of the adoption of the Dublin Airport Local Area Plan for agreement with the Planning Authority. Each planning application for development of built form within the Airport eastern campus shall comply with the material use and design themes established in the design framework.	The implementation of this measure has no relationship to European sites, hence no risk posed.
SF02	Require, as part of any application that will result in increased demand for travel, the submission of a detailed transport model (based on the NTA ERM), to be undertaken in collaboration with stakeholders such as FCC, the National Transport Authority and Transport Infrastructure Ireland, in order to appropriately phase transport infrastructure requirements including bus services, park and ride, and the appropriate provision of car-parking as set out in the South Fingal Transport Study, relevant to the growth of Dublin Airport.	The implementation of this measure has no relationship to European sites, hence no risk posed.
EA10	Facilitate a contingency strategy and emergency access plan to cater for unexpected incidents on the external and internal road networks in consultation with the relevant bodies.	The implementation of this measure has no relationship to European sites, hence no risk posed.
IA1	Require a review of traffic management arrangements around the Dublin Airport campus, and assess the need for alterations in road alignment, grade separation, directional movement, and variable messaging signage, in order to provide for safe and efficient movement for all modes.	The implementation of this measure has no relationship to European sites, hence no risk posed.
IA4	Work with all stakeholders to identify the most appropriate regime for the efficient operation of taxi services including the management of any permit system and the identification of future dedicated taxi routes within the campus.	The implementation of this measure has no relationship to European sites, hence no risk posed.
MM1	Facilitate, with the relevant stakeholders, the coordination and/or amalgamation of	The implementation of this measure has no relationship to European

Chapter, Section & Objective	Draft LAP Objective	Risk of Likely Significant Effect
	all Mobility Management Plans within the Dublin Airport campus, with a view to putting an over-arching MMP in place for submission to Fingal County Council for approval every three years. This will include the designation of a mobility manager for the airport by daa who should co-ordinate, engage and review the MMP. The first co-ordinated MMP shall be delivered within 2 years of the adoption of this LAP.	sites, hence no risk posed.
MM4	Require that all organisations operating within the Dublin Airport campus implement the overarching Mobility Management Plan, either as part of regular stakeholder liaison or incorporation within Development Management Process.	The implementation of this measure has no relationship to European sites, hence no risk posed.
CP1	Facilitate a review the location of bus/coach parking in front of Terminal 1 in conjunction with an analysis of new MetroLink Station, Terminal 2, and Kerb proposals, in order to provide for an efficient multi-mode transport interchange convenient to all airport users.	The implementation of this measure has no relationship to European sites, hence no risk posed.
SW08	Develop a robust surface water management system in compliance with the recommendations of the Dublin Airport Local Area Plan Strategic Flood Risk Assessment and Surface Water Management Plan associated with this LAP, to meet future development needs and providing resilience to the effects of climate change. This will entail a full review of the current surface water system at Dublin Airport including a review of drain down times, attenuation volumes, discharge rates, and opportunities for the retrofit of SUDS.	The implementation of this measure has no direct relationship to European sites, hence no risk posed. The provision of such a system would benefit the ecological network at a local geographical scale and will not pose likely significant effects on downstream European sites, in terms of the sites' Conservation Objectives.
SW09	Develop a policy on sustainable drainage systems in proximity to the Airport, to ensure aircraft safety.	The implementation of this measure has no relationship to European sites, hence no risk posed. The provision of such a policy would ensure that only appropriate SUDS measures could be considered for development whilst maintaining aircraft safety, will not pose likely significant effects on downstream European sites, in terms of the sites' Conservation Objectives.
IW1	Liaise with Irish Water to ensure that an adequate supply of drinking water is available for the sustainable development of the airport.	The implementation of this measure has no relationship to European sites, hence no risk posed.
IW2	Liaise with and work in conjunction with Irish Water during the lifetime of the plan for the provision, extension and upgrading of waste water collection and treatment systems necessary to facilitate the sustainable development of the Airport.	The implementation of this measure has no relationship to European sites, hence no risk posed. The provision of such measures arising out of the IW plan could benefit ecology at a local scale and will not pose likely significant effect on downstream European sites, in terms of the sites' Conservation Objectives.
AQ5	Undertake a review of existing air quality monitoring (and associated appropriate remedial action in the case of breaches) within and surrounding the airport (including changes in PM at relevant locations). Where relevant, such a review should identify additional monitoring proposals, remedial actions and implementation systems – such needs shall be provided for by Fingal County Council and/or Dublin Airport Authority.	The implementation of this measure has no relationship to European sites, hence no risk posed.
CS1	Fingal County Council will continue to engage with local communities that are likely to be affected by the prospective growth of the airport with a view to ensuring their concerns are understood and appropriate mitigation proposals where required.	The implementation of this measure has no relationship to European sites, hence no risk posed.

Chapter, Section & Objective	Draft LAP Objective	Risk of Likely Significant Effect
LEAP1	Commence preparation of a 'Local Enhancement Action Plan' for the 'Special Policy Area' of St Margaret's within 6 months of the adoption of the Dublin Airport Local Area Plan, in consultation with the local community and other relevant stakeholders based on the focus areas identified in this strategy for St Margaret's. This plan shall address priority actions, funding and a delivery programme for proposed environmental and community enhancement projects.	The implementation of this measure has no relationship to European sites, hence no risk posed. Specific projects arising out of the objective would be subject to the requirements of the Fingal Development Plan 2017-2023.
EE2	Prepare a set of design principles for the public realm as part of the 'Local Enhancement Action Plan' to guide environmental improvements in the area.	The implementation of this measure has no relationship to European sites, hence no risk posed.
CH4	Promote and facilitate the preservation of Dunsoghly Castle Complex and the appropriate and sympathetic development of this important heritage asset as a future heritage attraction having regard to the special significance of the site, in consultation with the appropriate heritage bodies and other relevant stakeholders.	The implementation of this measure has no relationship to European sites, hence no risk posed.
CH6	Support the appropriate and sympathetic provision of noise insulation to St Margaret's Church in consultation with relevant church and heritage bodies	The implementation of this measure has no relationship to European sites, hence no risk posed.
Appendix 1 Strategy for St Margaret's Special Policy Area		
Local Enhancement Action Plan		
LEAP1	Commence preparation of a 'Local Enhancement Action Plan' for the 'Special Policy Area' of St. Margaret's within 12 months of the adoption of the Dublin Airport Local Area Plan, in consultation with the local community and other relevant stakeholders based on the focus areas identified in this strategy for St. Margaret's. This plan shall address priority actions, funding and a delivery programme for proposed environmental and community enhancement projects.	The implementation of this measure has no relationship to European sites, hence no risk posed. Specific projects arising out of the LEAP would be subject to the requirements of the FDP 2017-2023.
Community Facilities, Services and Public Open Space Objectives		
CF1	Facilitate and co-operate with the community and other relevant stakeholders towards the enhancement and provision of community facilities and services to serve the existing community.	The implementation of this measure has no relationship to European sites, hence no risk posed.
CF2	Promote and facilitate the sympathetic refurbishment of the existing 'Parochial Hall' and examine the feasibility for the extension of this existing community facility.	The implementation of such proposals could benefit ecology at a local scale. this measure has no relationship to European sites, hence no risk posed.
CF3	Support and encourage the sympathetic refurbishment of the existing vernacular outbuilding to the rear of the existing Parochial Hall for additional community uses.	The implementation of such proposals could benefit ecology at a local scale. this measure has no relationship to European sites, hence no risk posed.
CF4	Encourage and facilitate the provision of a new high quality open space feature in the centre of St. Margaret's for a combination of active and passive recreational uses.	The implementation of such proposals could benefit ecology at a local scale. this measure has no relationship to European sites, hence no risk posed.
CF5	Encourage and facilitate the development of a 'Multi-Use Games Area' in the vicinity of the school with appropriate pedestrian linkages.	The implementation of this measure has no relationship to European sites, hence no risk posed. Any such development would be subject to the requirements in the FDP 2017-2023.
Environmental Enhancement Objectives		

Chapter, Section & Objective	Draft LAP Objective	Risk of Likely Significant Effect
EE1	Encourage and facilitate environmental improvements to the physical fabric of the policy area.	The implementation of such proposals could benefit ecology at a local scale. this measure has no relationship to European sites, hence no risk posed.
EE2	Prepare a set of design principles for the public realm as part of the 'Local Enhancement Action Plan' to guide environmental improvements in the area.	The implementation of this measure has no relationship to European sites, hence no risk posed.
Cultural Heritage Objectives		
CH1	Preserve, protect and enhance the natural, built and cultural heritage features that form the basis of local attractions for St. Margaret's.	The implementation of this measure has no relationship to European sites, hence no risk posed.
CH2	Protect those buildings and structures of archaeological, architectural or historic importance and the settings thereof, which are indicated on the Record of Monuments & Places, Record of Protected Structures and in the current Fingal Development Plan 2017-2023.	Depending on the nature of such measures, the implementation of this objective could benefit ecology at a local scale. However, the implementation of this measure has no relationship to European sites, hence no risk posed.
CH3	Retain, appreciate and revitalise appropriately the vernacular heritage of St. Margaret's by deterring the replacement of good quality vernacular buildings with modern structures and by protecting (through the use of ACAs, the RPS and in the normal course of development management) vernacular buildings where they contribute to the character of the area.	The implementation of this measure has no relationship to European sites, hence no risk posed.
CH4	Promote and facilitate the preservation of Dunsoghly Castle Complex and the appropriate and sympathetic development of this important heritage asset as a future heritage attraction having regard to the special significance of the site, in consultation with the appropriate heritage bodies and other relevant stakeholders.	The implementation of this measure has no relationship to European sites, hence no risk posed.
CH5	Support and facilitate the interpretation of important archaeological, architectural and historic features of the area.	The implementation of this measure has no relationship to European sites, hence no risk posed.
CH6	Support the appropriate and sympathetic provision of noise insulation to St. Margaret's Church in consultation with relevant church and heritage bodies.	The implementation of this measure has no relationship to European sites, hence no risk posed.
CH7	Promote the conservation, enhancement, public access and enjoyment of the archaeological, natural and built heritage as important elements in the enhancement of the area.	The implementation of this measure has no relationship to European sites, hence no risk posed.
Improving Linkages Objectives		
IL1	Examine the feasibility of improved pedestrian linkages and circulation routes within St. Margaret's.	The implementation of this measure has no relationship to European sites, hence no risk posed.
IL2	Promote and facilitate a connecting pedestrian link between Dunsoghly Castle Complex and St. Margaret's policy area.	The implementation of this measure has no relationship to European sites, hence no risk posed.
IL3	Support and encourage public transport providers to enhance the provision of public transportation services to St. Margaret's and to support and facilitate rural community transport initiatives where possible, aimed at providing new services through the area, enhancing and expanding existing services.	The implementation of this measure has no relationship to European sites, hence no risk posed.
Housing and St. Margaret's Special Policy Area		

Chapter, Section & Objective	Draft LAP Objective	Risk of Likely Significant Effect
	Amend Objectives RF40 and RF41 of the Fingal Development Plan to take account of the position of St Margaret's within the newly designated Airport Inner Noise Zone	The Rural Settlement Strategy as set out in the Fingal Development Plan 2017-2023 recognises the need to provide for housing for the rural community within 2km of their property. This threshold has been extended to 5km and also includes non-farm residence from St Margaret's SPA. The increase in the boundary threshold brings the potential ZoI within the sphere of European sites., and the potential for likely significant effect as a result of a new development. However, proposals for development under the rural housing policy will continue to be required to comply with other relevant FDP 2017-2023 provisions that are already in force, and Objective EA1 of the draft LAP where relevant, before planning could be approved. In this regard, no likely significant effect on European sites or their qualifying interest is predicted.

Appendix C

Key FDP 2017-2023 Objectives

Objective	Description
Objective SS02	Ensure that all proposals for residential development accord with the County's Settlement Strategy and are consistent with Fingal's identified hierarchy of settlement centres.
Objective SS07	Direct rural generated housing demand to villages and rural clusters in the first instance and to ensure that individual houses in the open countryside are only permitted where the applicant can demonstrate compliance with the criteria for rural housing set down by this Development Plan.
Objective SS09	Promote development within the Greenbelts which has a demonstrated need for such a location, and which protects and promotes the permanency of the Greenbelt, and the open and rural character of the area.
Objective PM12	Ensure high standards of energy efficiency in existing and new residential developments in line with good architectural conservation practice and promote energy efficiency and conservation in the design and development of new residential units, encouraging improved environmental performance of building stock.
Objective PM13	Prepare Local Area Plans for areas designated on Development Plan maps in co-operation with relevant stakeholders, and actively secure the implementation of these plans and the achievement of the specific objectives indicated.
Objective PM20	Local Area Plans, Masterplans, Urban Framework Plans and other plans and strategies will be subject to Strategic Environmental Assessments as appropriate and Screening for Appropriate Assessment.
Objective PM26	Prepare Public Realm Strategies, where appropriate, liaising closely with residents and other relevant stakeholders.
Objective PM27	Enhance the visual amenity of existing town and village centres, minimising unnecessary clutter, and provide guidance on public realm design, including wirescape, shopfront design, street furniture and signage.
Objective PM28	Improve the efficiency of existing buildings and require energy efficiency and conservation in the design and development of all new buildings within the County.
Objective PM29	Promote energy efficiency and conservation above Building Regulations standards in the design and development of all new buildings and residential schemes in particular and require designers to demonstrate that they have taken maximising energy efficiency and the use of renewable energy into account in their planning application.
Objective PM31	Promote excellent urban design responses to achieve high quality, sustainable urban and natural environments, which are attractive to residents, workers and visitors and are in accordance with the 12 urban design principles set out in the Urban Design Manual – A Best Practice Guide (2009).
Objective PM32	Have regard to the joint Department of Transport, Tourism and Sport and the Department of Environment, Community and Local Government's Design Manual for Urban Streets and Roads (DMURS), (2013) and the National Transport Authority's Permeability Best Practice Guide (2015), in the provision of good urban design.
Objective PM33	Enhance and develop the fabric of existing and developing rural and urban centres in accordance with the principles of good urban design, including the promotion of high quality well-designed visually attractive main entries into our towns and villages.
Objective PM36	Encourage appropriate residential, social and community uses in town and village centres in order to enhance their vitality and viability and recognising diversity of communities and actively promote these uses in existing under-utilised or vacant building stock as a mechanism to combat vacancy in town centres.
Objective PM41	Encourage increased densities at appropriate locations whilst ensuring that the quality of place, residential accommodation and amenities for either existing or future residents are not compromised.
PM50	Ensure that new dwellings in the rural area are sensitively sited and designed and demonstrate consistency with the immediate Landscape Character Type, and make best use of the natural landscape for a sustainable, carbon efficient and sensitive design.
Objective PM60	Ensure public open space is accessible, and designed so that passive surveillance is provided.
Objective PM61	Ensure permeability and connections between public open spaces including connections between new and existing spaces, in consultation to include residents.
Objective SW01	Protect and enhance the County's floodplains, wetlands and coastal areas subject to flooding as vital green infrastructure which provides space for storage and conveyance of floodwater, enabling flood risk to be more effectively managed and reducing the need to provide flood defences in the future and ensure that development does not impact on important wetland sites within river / stream catchments.
Objective PM64	Protect, preserve and ensure the effective management of trees and groups of trees.
Objective PM92	Ensure that facilities where possible are accessible by public as well as private transport.
Objective RF04	Manage the development of each village, within the existing RV boundaries, having regard to: • Government Guidelines set down in the Sustainable Residential Development in Urban Areas, 2009, • The settlement strategy for rural villages set out in the RPGs, and, • The Core Strategy of the Fingal Development Plan.
RF21	Ensure that the requirements set out by the Council in the Development Management Standards Chapter for on-site treatment systems are strictly complied with, or with the requirements as may be amended by future national legislation or guidance.
RF28	Encourage the re-use and adaptation of the existing rural residential building stock and other building types, where practical, in preference to new build.
Objective RF40	Apply the provisions of the Rural Settlement Strategy, only with regard to New Housing for

Objective	Description
	Farming Families' as set out within this chapter, within the Airport Inner Noise Zone, and subject to the following restrictions: • Under no circumstances shall any dwelling be permitted within the predicted 69dB LAeq 16 hours noise contour. • Comprehensive noise insulation shall be required for any house permitted under this objective. • Any planning application shall be accompanied by a noise assessment report produced by a specialist in noise assessment which shall specify all proposed noise mitigation measures together with a declaration of acceptance of the applicant with regard to the result of the noise acceptance report.
Objective RF41	Apply the provisions of the Rural Settlement Strategy as it applies to "New Housing for the Rural Community other than for those who are actively engaged in farming" for rural community members located within the Inner Noise Zone on suitable sites located within two kilometres outside the Inner Noise Zone. For those living to the east of the M1, only suitable sites located to the east of the M1 will be considered, and for those living to the west of the M1, only suitable sites located to the west of the M1 will be considered.
	Require that an applicant for a house demonstrates, to the satisfaction of the Planning Authority, that the site is not and will not be subject to flooding or erosion in line with national climate change predictions.
Objective RF47	Require that an applicant demonstrates that the impact of any proposed house will not adversely affect, either directly or indirectly, the ecological integrity of any European site.
Objective RF58	Ensure that new dwellings in the rural area are sensitively sited, demonstrate consistency with the immediate Landscape Character Type, and make best use of the natural landscape for a sustainable, carbon efficient and sensitive design. A full analysis/feasibility study of the proposed site and of the impact of the proposed house on the surrounding landscape will be required in support of applications for planning permission.
Objective RF66	Ensure that the requirements set out for on-site treatment systems are strictly complied with, or with the requirements as may be amended by future national legislation, guidance, or Codes of Practice.
Objective ED62	Ensure the economic benefits associated with promoting the County's natural, cultural and built heritage are balanced with due consideration for their conservation and protection.
Objective DA18	Ensure that every development proposal in the environs of the Airport takes account of the current and predicted changes in air quality, greenhouse emissions and local environmental conditions.
Objective DA19	Ensure that every development proposal in the environs of the Airport takes into account the impact on water quality, water based-habitats and flooding of local streams and rivers and to provide mitigation of any negative impacts through avoidance or design and ensure compliance with the Eastern River Basin District Management Plan.
Objective WT01	Liaise with and work in conjunction with Irish Water during the lifetime of the plan for the provision, extension and upgrading of waste water collection and treatment systems in all towns and villages of the County to serve existing populations and facilitate sustainable development of the County, in accordance with the requirements of the Settlement Strategy and associated Core Strategy.
	Liaise with Irish Water to ensure the provision of wastewater treatment systems in order to ensure compliance with existing licences, EU Water Framework Directive, River Basin Management Plans, the Urban Waste Water Directive and the EU Habitats Directive.
Objective WT03	Facilitate the provision of appropriately sized and located waste water treatment plants and networks including a new Regional Wastewater Treatment Plant and the implementation of other recommendations of the Greater Dublin Strategic Drainage Study, in conjunction with relevant stakeholders and services providers, to facilitate development in the County and Region and to protect the water quality of Fingal's coastal and inland waters through the provision of adequate treatment of wastewater.
Objective WT04	Investigate the potential for the provision of temporary wastewater treatment facilities for new developments where a permanent solution has been identified and agreed with Irish Water but not yet implemented and where the provision of such a facility is environmentally sustainable, meets the requirements of the Habitats Directive, and is in accordance with the recommendations of the EPA and where adequate provision has been made for its maintenance.
Objective WT07	Require all new developments to provide separate foul and surface water drainage systems and to incorporate sustainable urban drainage systems.
Objective SW01	Protect and enhance the County's floodplains, wetlands and coastal areas subject to flooding as vital green infrastructure which provides space for storage and conveyance of floodwater, enabling flood risk to be more effectively managed and reducing the need to provide flood defences in the future and ensure that development does not impact on important wetland sites within river / stream catchments.
Objective SW02	Allow no new development within floodplains other than development which satisfies the justification test, as outlined in the Planning System and Flood Risk Management Guidelines 2009 for Planning Authorities (or any updated guidelines).
Objective SW03	Identify existing surface water drainage systems vulnerable to flooding and develop proposals
SW04	Require the use of sustainable drainage systems (SuDS) to minimise and limit the extent of hard surfacing and paving and require the use of sustainable drainage techniques where appropriate, for new development or for extensions to existing developments, in order to reduce the potential impact of existing and predicted flooding risks.

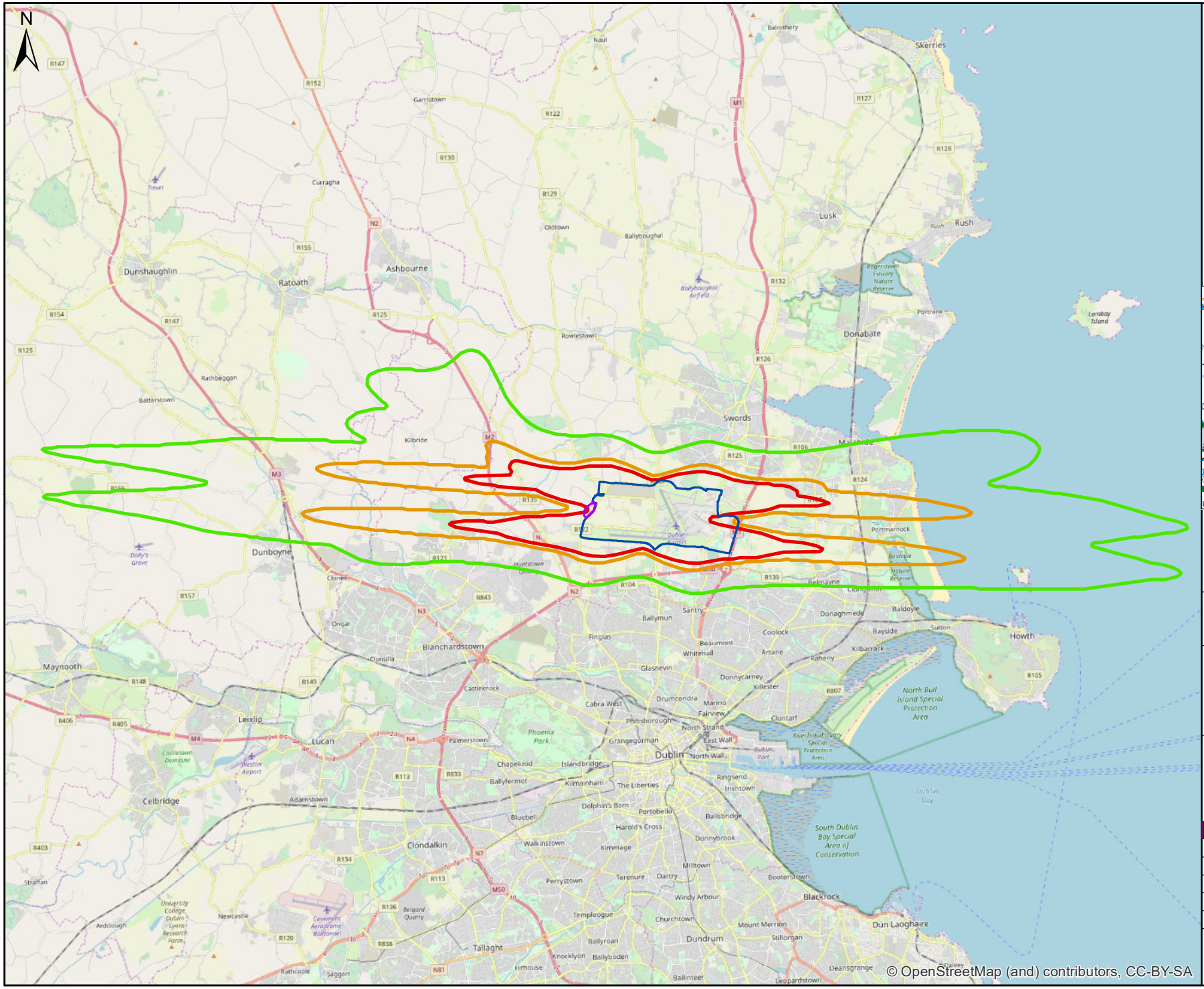
Objective	Description
Objective SW07	Implement the Planning System and Flood Risk Management-Guidelines for Planning Authorities (DoEHLG/OPW 2009) or any updated version of these guidelines. A site-specific Flood Risk Assessment to an appropriate level of detail, addressing all potential sources of flood risk, is required for lands identified in the SFRA, located in the following areas: Courtlough; Ballymadun; Rowlestown; Ballyboghil; Coolatrath; Milverton, Skerries; Channell Road, Rush; Blakescross; Lanestown/Turvey; Lissenhall, Swords; Balheary, Swords; Village/Marina Area, Malahide; Streamstown, Malahide; Balgriffin; Damastown, Macetown and Clonee, Blanchardstown; Mulhuddart, Blanchardstown; Portrane; Sutton; and Howth, demonstrating compliance with the aforementioned Guidelines or any updated version of these guidelines, paying particular attention to residual flood risks and any proposed site specific flood management measures.
Objective SW12	Require an environmental assessment of all proposed flood protection or alleviation works.
Objective WQ01	Strive to achieve 'good status' in all waterbodies in compliance with the Water Framework Directive, the Eastern River Basin District Management Plan 2009-2015 and the associated Programme of Measures (first cycle) and to cooperate with the development and implementation of the second cycle national River Basin Management Plan 2017-2021.
Objective WQ02	Protect and develop, in a sustainable manner, the existing groundwater sources and aquifers in the County and control development in a manner consistent with the proper management of these resources in conformity with the Eastern River Basin Management Plan 2009-2015 and the second cycle national River Basin Management Plan 2017-2021 and any subsequent plan and the Groundwater Protection Scheme.
Objective WQ03	Implement the recommendations of the Groundwater Protection Scheme.
Objective WQ04	Protect existing riverine wetland and coastal habitats and where possible create new habitats to maintain naturally functioning ecosystems whilst ensuring they do not impact negatively on the conservation objectives of any European sites.
Objective WQ05	Establish riparian corridors free from new development along all significant watercourses and streams in the County. Ensure a 10 to 15 metre wide riparian buffer strip measured from the top of the bank either side of all watercourses, except in respect of the Liffey, Tolka, Pinkeen, Mayne, Sluice, Ward, Broadmeadow, Corduff, Matt and Delvin where a 30m wide riparian buffer strip from top of bank to either side of all watercourses outside urban centres is required as a minimum.
Objective WQ06	Minimise the impact on surface water of discharges from septic tanks, proprietary effluent treatment systems and percolation areas by ensuring that they are located and constructed in accordance with the recommendations and guidelines of the EPA and Fingal County Council.
Objective CC01	Comply with the recommendations of the GDSDS Climate Change Policy with regard to the provision and management of drainage services in the County and recognise that climate mitigation and adaption measures are evolving and comply with new national measures as presented in National Plans and Frameworks.
Objective CC02	Implement the specific recommendations of Table CC1 of the GDSDS Regional Policy Volume 5 Climate Change Policy for all housing, commercial and industrial developments within the County.
Objective EN04	Encourage development proposals that are low carbon, well adapted to the impacts of Climate change and which include energy saving measures and which maximise energy efficiency through siting, layout and design.
AQ01	Implement the provisions of EU and National legislation on air, light and noise and other relevant legislative requirements, as appropriate and in conjunction with all relevant stakeholders.
NP01	Implement the relevant spatial planning recommendations and actions of the Dublin Agglomeration Environmental Noise Action Plan 2013-2018 (or any subsequent plan), working in conjunction with relevant statutory agencies.
NP02	Continue to promote appropriate land use patterns in the vicinity of Dublin Airport to minimise the amount of residents exposed to undesirable noise levels.
NP03	Require all developments to be designed and operated in a manner that will minimise and contain noise levels.
NP04	Ensure that development complies with the NRA's design goal for sensitive receptors exposed to road traffic noise or as updated by any subsequent guidelines published by Transport Infrastructure Ireland.
Objective GI02	Create an integrated and coherent green infrastructure for the County by requiring the retention of substantial networks of green space in urban, urban fringe and adjacent countryside areas to serve the needs of communities now and in the future including the need to adapt to climate change.
Objective GI03	Develop the green infrastructure network to ensure the conservation and enhancement of biodiversity, including the protection of European Sites, the provision of accessible parks, open spaces and recreational facilities (including allotments and community gardens), the sustainable management of water, the maintenance of landscape character including historic landscape character and the protection and enhancement of the architectural and archaeological heritage.
Objective GI06	Resist development that would fragment or prejudice the County's strategic green infrastructure network.
Objective GI12	Ensure the Green Infrastructure Strategy for Fingal reflects a long-term perspective, including the need to adapt to climate change.
Objective GI15	Ensure the protection of European sites is central to Fingal County Council's Green

Objective	Description
	Infrastructure Strategy.
Objective GI18	Require all Local Area Plans to protect, enhance, provide and manage green infrastructure in an integrated and coherent manner addressing the five GI themes set out in the Development Plan – Biodiversity, Parks, Open Space and Recreation, Sustainable Water Management, Archaeological and Architectural Heritage, and Landscape.
Objective GI20	Require all new development to contribute to the protection and enhancement of existing green infrastructure and the delivery of new green infrastructure, as appropriate.
Objective GI24	Ensure biodiversity conservation and/or enhancement measures, as appropriate, are included in all proposals for large scale development such as road or drainage schemes, wind farms, housing estates, industrial parks or shopping centres.
Objective GI25, Objective NH02	Integrate provision for biodiversity with public open space provision and sustainable water management measures (including SuDS) where possible and appropriate.
Objective GI31	Ensure the provision of new green infrastructure addresses the requirements of functional flood storage, the sustainable management of coastal erosion, and links with provision for biodiversity, Sustainable Drainage Systems (SuDS) and provision for parks and open space wherever possible and appropriate.
Objective NH09	Support the National Parks and Wildlife Service, Department of Arts, Heritage, Regional, Rural and Gaeltacht Affairs*, in the maintenance and, as appropriate, the achievement of favourable conservation status for the habitats and species in Fingal to which the Habitats Directive applies. [*Now Department of Culture, Heritage and the Gaeltacht]
Objective NH10	Ensure that the Council takes full account of the requirements of the Habitats and Birds Directives, as they apply both within and without European Sites in the performance of its functions.
Objective NH11	Ensure that the Council, in the performance of its functions, takes full account of the objectives and management practices proposed in any management or related plans for European Sites in and adjacent to Fingal published by the Department of Arts, Heritage, Regional, Rural and Gaeltacht Affairs*. [*Now Department of Culture, Heritage and the Gaeltacht]
Objective NH13	Ensure that proposals for development do not lead to the spread or introduction of invasive species. If developments are proposed on sites where invasive species are or were previously present, the applicants will be required to submit a control and management program for the particular invasive species as part of the planning process and to comply with the provisions of the European Communities Birds and Habitats Regulations 2011 (S.I. 477/2011).
Objective NH14	Protect inland fisheries within and adjacent to Fingal and take full account of Inland Fisheries Ireland Guidelines in this regard when undertaking, approving or authorising development or works which may impact on rivers, streams and watercourses and their associated habitats and species.
Objective NH15	Strictly protect areas designated or proposed to be designated as Natura 2000 sites (i.e. Special Areas of Conservation (SACs) and Special Protection Areas (SPAs); also known as European sites) including any areas that may be proposed for designation or designated during the period of this Plan.
Objective NH16	Protect the ecological integrity of proposed Natural Heritage Areas (pNHAs), Natural Heritage Areas (NHAs), Statutory Nature Reserves, Refuges for Fauna, and Habitat Directive Annex I sites.
Objective NH17	Ensure that development does not have a significant adverse impact on proposed Natural Heritage Areas (pNHAs), Natural Heritage Areas (NHAs), Statutory Nature Reserves, Refuges for Fauna, Habitat Directive Annex I sites and Annex II species contained therein, and on rare and threatened species including those protected by law and their habitats.
Objective NH18	Protect the functions of the ecological buffer zones and ensure proposals for development have no significant adverse impact on the habitats and species of interest located therein.
Objective NH23	Protect the ecological functions and integrity of the corridors indicated on the Development Plan Green Infrastructure Maps.
Objective NH24	Protect rivers, streams and other watercourses and maintain them in an open state capable of providing suitable habitat for fauna and flora, including fish.
Objective NH27	Protect existing woodlands, trees and hedgerows which are of amenity or biodiversity value and/or contribute to landscape character and ensure that proper provision is made for their protection and management.
Objective NH59	Protect the special character of the coast by preventing inappropriate development along the coast, particularly on the seaward side of coastal roads. New development for which a coastal location is required shall, wherever possible, be accommodated within existing developed areas.
Objective DMS01	Ensure that all plans and projects in the County which could, either individually or in-combination with other plans and projects, have a significant effect on a European site or sites are subject to Screening for Appropriate Assessment.

Objective	Description
Objective DMS02	Ensure Local Authority development proposals are subject to environmental assessment, as appropriate, including Screening for Appropriate Assessment and Environmental Impact Assessment.
Objective DMS56	Integrate and provide links through adjoining open spaces to create permeable and accessible areas, subject to Screening for Appropriate Assessment and consultation, including the public, as necessary.
Objective DMS162	Ensure all development proposals include measures to protect and enhance biodiversity.
Objective DMS163	Ensure Screening for Appropriate Assessment and, where required, full Appropriate Assessment is carried out for all plans and projects in the County which, individually, or in combination with other plans and projects, are likely to have a significant direct or indirect impact on any European site or sites.
Objective DMS164	Ensure that sufficient information is provided as part of development proposals to enable Screening for Appropriate Assessment to be undertaken and to enable a fully informed assessment of impacts on biodiversity to be made.
Objective DMS165	Ensure that Natura Impact Statements (NIS) and any other ecological impact assessments submitted in support of proposals for development are carried out by appropriately qualified professionals and that any necessary survey work takes place in an appropriate season.
Objective DMS166	Ensure planning applications for proposed developments likely to have significant direct or indirect impacts on any European Site or sites are accompanied by a Natura Impact Statement prepared in accordance with the Guidance issued by the Department of the Environment, Heritage and Local Government (Appropriate Assessment of Plans and Projects in Ireland – Guidance for Planning Authorities, 2009).
Objective DMS167	Ensure ecological impact assessment is carried out for any proposed development likely to have a significant impact on proposed Natural Heritage Areas (pNHAs), Natural Heritage Areas (NHAs), Statutory Nature Reserves, Refuges for Fauna, Habitat Directive Annex I sites and Annex II species contained therein, or rare and threatened species including those species protected by law and their habitats. Ensure appropriate avoidance and mitigation measures are incorporated into development proposals as part of any ecological impact assessment.
Objective DMS168	Ensure that proposals for developments involving works to upstanding archaeological sites and features or works to the historic building stock include an assessment of the presence of bats in any such sites or structures and, where appropriate, ensure that suitable avoidance and/ or mitigation measures are proposed to protect bats in consultation with the National Parks and Wildlife Service.
Objective DMS169	Ensure that proposals for developments involving works to upstanding archaeological sites and features or works to the historic building stock include an assessment of the presence of bats in any such sites or structures and, where appropriate, ensure that suitable avoidance and/ or mitigation measures are proposed to protect bats in consultation with the National Parks and Wildlife Service.
Objective DMS170	Protect and enhance the ecological corridors along the following rivers in the County by ensuring that no development takes place, outside urban centres, within a minimum distance of 30m from each riverbank: Liffey, Tolka, Pinkeen, Mayne, Sluice, Ward, Broadmeadow, Ballyboghil, Corduff, Matt and Delvin (see Green Infrastructure Maps).
Objective DMS171	Ensure that no development, including clearance and storage of materials, takes place within 10m – 15m as a minimum, measured from each bank of any river, stream or watercourse in the County.
Objective DMS172	Require that development along rivers set aside land for pedestrian routes that could be linked to the broader area and any established settlements in their vicinity, subject to ecological impact assessment and Screening for Appropriate Assessment as appropriate.

Appendix D

Airport Noise Zones (Courtesy of FCC)



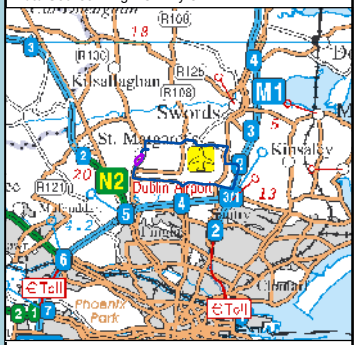
Legend

- Dublin Airport LAP
- St Margaret's Special Policy Area

Noise Exclusion Zone

- Zone A
- Zone B
- Zone C

Data Source: Fingal County Council.



Client

Comhairle Contae Fhine Gall
Fingal County Council

Project

Dublin Airport LAP

Title

Appendix D

Proposed Noise Zones

West Pier Business Campus,
Dun Laoghaire,
Co Dublin,
Ireland.

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Issue Details

Drawn By: NO'N	**Project No.** MDR1400
Checked By: TR	**File Ref:** MDR1400Arc0004F01
Approved By: TR	
Scale: 1:185,000 @ A4	**Projection:** ITM (IRENET95)
Date: 28/08/2019	

Appendix E

Dublin Airport Surface Access (Courtesy of FCC)

Fig 8.1 Dublin Airport Surface Access

N2 - Airport Western Access

Airport Roundabout upgrade, possibly including grade separation

Old Airport Road/Collinstown Lane bus priority measures on approach to Swords Road CBC

Priortise Swords Road CBC to increase bus patronage in line with Airport growth

LAP 11.A

Dublin Airport

Kilometers

0 0.5 1 2 3 4 5 6

- Dublin Airport LAP Boundary
- Metrolink
- CBC Upgrades
- Existing Cycle/Pedestrian Route

Fingal Development Plan 2017 2023 Objectives

- Indicative Metro Route
- Proposed Quality Bus Corridor
- Indicative Cycle/Pedestrian Route
- Road Proposal