

# CLONSILLA FRAMEWORK PLAN SEA SCREENING REPORT

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Client:

Fingal County Council

Date:

15 August 2025

## DOCUMENT CONTROL SHEET

### 7079\_DFP01\_SEA Screening Report

Project No. 7079  
Client: Fingal County Council  
Project Name: Clonsilla Framework Plan  
Report Name: SEA Screening Report  
Document No. DFP01  
Issue No. 04  
Date: 15/08/2025

This document has been issued and amended as follows:

Issue	Status	Date	Prepared	Checked
01	Draft	11 Oct 2024	NK	TB
02	Updated Draft	04 Dec 2024	NK	TB
03	Final – Public Consultation	10 Dec 2024	NK	TB
04	Final – Adopted Plan	15 August 2025	NK	TB



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## 1 Introduction

Fingal County Council (FCC) has prepared a Framework Plan for Clonsilla to guide future development in the Clonsilla area with a focus on urban improvement for walking and cycling infrastructure, provision of public open space and defining the 'village centre'. Building on this overall approach, the strategic aims of the Clonsilla Framework Plan are to:

- *Embrace a sustainable future;*
- *Repair and improve the urban fabric;*
- *Create a vibrant, liveable core area;*
- *Improve accessibility and permeability;*
- *Provide for new civic and social activities.*

Brady Shipman Martin (BSM) has been appointed by Fingal County Council to carry out screening for Strategic Environmental Assessment (SEA) and a screening for Appropriate Assessment (AA) in respect of the *Draft Clonsilla Framework Plan* (hereafter referred to as either the 'Framework Plan' or the 'Plan'). The SEA process assessed the Draft Clonsilla Framework Plan as presented in Sections 3 & 6 of this report. Post public consultation, the SEA process provides an assessment of the recommended amendments to the Draft Plan prior to adoption. The Clonsilla Framework Plan, incorporating the recommended amendments, was subsequently adopted by the members of Fingal County Council. Refer to Section 7.

This report documents the screening exercise for SEA in respect of the Plan for the purposes of consultation, in accordance with Article 9(7) of S.I. 435 of 2004 (the European Communities (Environmental Assessment of Certain Plans and Programmes) Regulations 2004), as amended by S.I. 200 of 2011.

This SEA Screening should be read in conjunction with the Clonsilla Framework Plan, the Appropriate Assessment (AA) Screening Report (BSM, 2025) and the Strategic Flood Risk Assessment (SFRA) (McCloy Consulting, 2025).

**Figure 1.1 Clonsilla Framework Plan Study Area (Extract from Figure 1-4 of the Clonsilla Framework Plan, FCC 2024)**



## 2 Strategic Environmental Assessment (SEA)

### 2.1 Introduction

Directive 2001/42/EC<sup>1</sup> of the European Parliament and of the Council on the assessment of the effects of certain plans and programmes on the environment (the ‘SEA Directive’) requires EU Member States to assess the ‘likely significant environmental effects’ of plans and programmes prior to their adoption. This provides for the assessment of strategic environmental considerations at an early stage in the decision-making process.

Article 1 of the SEA Directive states that:

*“The objective of this directive is to provide for a high level of protection of the environment and to contribute to the integration of environmental considerations into the preparation and adoption of plans and programmes with a view to promoting sustainable development, by ensuring that, in accordance with this directive, an environmental assessment is carried out of certain plans and programmes which are likely to have significant effects on the environment.”*

The SEA Directive was transposed into Irish law through:

- Statutory Instrument (S.I.) No. 435 of 2004 (the European Communities (Environmental Assessment of Certain Plans and Programmes) Regulations 2004), as amended by S.I. No. 200 of 2011 (the European Communities (Environmental Assessment of Certain Plans and Programmes) (Amendment) Regulations 2011); and
- S.I. No. 436 of 2004 (the Planning and Development (Strategic Environmental Assessment) (Amendment) Regulations 2004), as amended by S.I. No. 201 of 2011 (the Planning and Development (Strategic Environmental Assessment) (Amendment) Regulations 2011).

S.I. No. 435 of 2004, as amended by S.I. No. 200 of 2011, relates to SEA as it applies to plans or programmes prepared for *“agriculture, forestry, fisheries, energy, industry, transport, waste management, water management, telecommunications, tourism and town and country planning or land use”*<sup>2</sup>.

S.I. No. 436 of 2004, as amended by S.I. No. 201 of 2011, relates to SEA as it applies to plans or programmes where the context requires, *“a development plan, a variation of a development plan, a local area plan (or an amendment thereto), regional planning guidelines or a planning scheme”*<sup>3</sup>.

As a non-statutory plan, the *Clonsilla Framework Plan* is being screened for the requirement for SEA under the requirements of S.I. No. 435 of 2004, as amended by S.I. No. 200 of 2011.

### 2.2 SEA Screening

Article 3(4) of the SEA Directive requires that *“Member States shall determine whether plans and programmes, other than those referred to in paragraph 2, which set the framework for future development consent of projects, are likely to have significant environmental effects.”* This process for deciding whether a particular plan, other than those for which SEA is mandatory, would be likely to have significant environmental effects and, therefore, would require SEA, is known as ‘screening’.

The criteria for screening, *i.e.* determining whether a particular plan is likely to have significant environmental effects, are set out in Annex II of the SEA Directive. These criteria are reproduced in Schedule 1 of S.I. No. 435 of 2004, as amended by S.I. No. 200 of 2011. The criteria are set out under two principal headings, each of which have a number of sub-criteria (refer to [Section 6](#) of this report):

- Characteristics of a Plan / Programme; and

<sup>1</sup> SEA Directive: <https://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=CELEX:32001L0042&from=EN>

<sup>2</sup> See Section 9(1)(a)

<sup>3</sup> Section 5(c)

- Characteristics of the effects and of the area likely to be affected.

Article 9(1) of S.I. No. 435 of 2004, as amended by S.I. No. 200 of 2011, states that:

*“Subject to sub-article (2), an environmental assessment shall be carried out for all plans and programmes:*

- (a) which are prepared for agriculture, forestry, fisheries, energy, industry, transport, waste management, water management, telecommunications, tourism and town and country planning or land use, and which set the framework for future development consent of projects listed in Annexes I and II to the Environmental Impact Assessment Directive, or*
- (b) which are not directly connected with or necessary to the management of a European site but, either individually or in combination with other plans, are likely to have a significant effect on any such site.”*

Article 9(2) of S.I. No. 435 of 2004, as amended by S.I. No. 200 of 2011, further states that:

*“A plan or programme referred to in sub-article (1) which determines the use of a small area at local level or a minor modification to a plan or programme referred to in sub-article (1) shall require an environmental assessment only where the competent authority determines that it is likely to have significant effects on the environment and, for this purpose, the competent authority shall make any necessary determination.”*

## 2.3 Requirement for SEA Screening

The *Clonsilla Framework Plan* is a non-statutory land use plan and is being screened for the requirement for SEA in accordance with the requirements of:

- The SEA Directive, particularly Articles 3(3), 3(4) and 3(5) in relation to ‘screening’; and
- The European Communities (Environmental Assessment of Certain Plans and Programmes) Regulations 2004 (S.I. No. 435 of 2004), as amended by the European Communities (Environmental Assessment of Certain Plans and Programmes) (Amendment) Regulations 2011 (S.I. No. 200 of 2011), particularly Schedule 1, which sets out the *“Criteria for determining whether a plan or programme is likely to have significant effects on the environment”*.

This report constitutes a screening of the Plan for the requirement for SEA in accordance with the above legislation.

## 2.4 Appropriate Assessment (AA)

Articles 6(3) and 6(4) of Directive 92/43/EEC on the conservation of natural habitats and of wild fauna and flora (the ‘Habitats Directive’) require Appropriate Assessment (AA) to be carried out where a plan or project is likely to have a significant impact on a Natura 2000 site. Natura 2000 sites include:

- Special Areas of Conservation (SAC), designated for the conservation of Annex I habitats and Annex II species of the Habitats Directive; and
- Special Protection Areas (SPA), designated for the protection of Annex I birds of Directive 2009/147/EC on the conservation of wild birds (the ‘Birds Directive’) and other regularly occurring migratory birds and their habitats.

Stage 1 in the AA process is to establish whether AA is required for the particular plan or project. This stage is referred to as ‘screening for the requirement for AA’, and its purpose is to determine:

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

As set out in Department Circular Letter SEA 1/08 & NPWS 1/08<sup>4</sup> (15 February 2008), Screening for AA is of relevance to SEA in that “where following screening, it is found that the draft plan or amendment may have an impact on the conservation status of a Natura 2000 site or that such an impact cannot be ruled out, adopting the precautionary approach:

- An AA of the plan must be carried out, and
- In any case where SEA would not otherwise be required, it must also be carried out.”

Hence, if the Plan requires AA, it shall also require SEA.

The *Clonsilla Framework Plan* has been screened for the requirement for AA. The AA Screening Report, (BSM, 2025: refer to standalone report under separate cover) has concluded that:

*“Following review of the Plan against the Conservation Objectives of the relevant European sites, it is concluded that there is no possibility that the implementation of the Plan could result in any likely significant effects on European sites on its own or in combination with other plans and programmes. This conclusion was reached without considering or taking into account mitigation measures or measures intended to avoid or reduce any impact on European sites.*

*In view of best scientific knowledge therefore, this report concludes that the Clonsilla Framework Plan, individually or in combination with another plan or project, is not likely to have a significant effect on European sites under Article 6 of the Habitats Directive (92/43/EEC) in light of their conservation objectives. The Plan does not require an Appropriate Assessment and the preparation of a Natura Impact Report.”*

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<sup>4</sup> NPWS SEA letter: <https://www.npws.ie/sites/default/files/general/circular-sea-01-08.pdf>

## 3 Description of the Draft Clonsilla Framework Plan

### 3.1 Overview

Fingal County Council (FCC) has prepared a Clonsilla Framework Plan to guide future development in the Clonsilla area with a focus on urban improvement for walking and cycling infrastructure, provision of public open space and defining the 'village centre'.

Building on this overall approach, the **strategic aims** of the Clonsilla Framework Plan are to:

- *Embrace a sustainable future;*
- *Repair and improve the urban fabric;*
- *Create a vibrant, liveable core area;*
- *Improve accessibility and permeability;*
- *Provide for new civic and social activities.*

Following **objectives** have been formulated that provide the Plan a coordinated approach to deliver the Vision:

- *1. Create a Distinct Identity*
- *2. Promote a Vibrant village centre*
- *3. Promote and Facilitate Active Travel*
- *4. Deliver a High-Quality Public Realm*
- *5. Support the Enhancement of Community and Recreational Facilities*
- *6. Protect and Enhance the Natural Environment*
- *7. Realise the Full Potential of Transport Infrastructure*
- *8. Showcase the History and Celebrate the Assets of Clonsilla*
- *9. Promote a High Quality of Life, Health and Wellbeing*

Having regard to these aims and objectives, the Framework Plan identifies specific public realm works, active travel measures, enhancement and reuse of existing community facilities, and addresses accessibility and connectivity throughout the Plan area.

As outlined in the Development Plan, Framework Plans are advisory in nature, providing a long-term vision for the future and allowing sufficient flexibility to manage change depending on the particular circumstances.

### 3.2 Public Consultation and Key Issues – Preparation of the Draft Framework Plan

Public consultation formed an integral part of the preparation of the Framework Plan. This included community group workshops, primary school consultation, public drop-in sessions and consultation via online portal. During the consultation process, plan preparation, urban design information, and consultation leaflets were provided.

In summary, a total of 77no. submissions were received and were consistent with those discussed during the consultation events and can be categorised as below:

- Theme 1: Placemaking/Urban Structure
- Theme 2: Movement & Transport
- Theme 3: Community
- Theme 4: Heritage/Environment

Similar issues arose across all consultation events and related to public realm improvements (street furniture, shopfronts, planting, lighting), lack of amenities and community facilities in the Village, need for proper traffic management, creation of a legible and more attractive village centre, the development of a clear identity for Clonsilla, local heritage and the canal as underutilised assets and the need for more signage.



### 3.3 Draft Clonsilla Framework Plan

#### 3.3.1 Vision

The vision for Clonsilla is a key component of the Plan and it states:

*‘Clonsilla will become a distinct place that embraces its rich heritage and natural assets, fostering pride of place and a sense of community through improvements in the public realm, enhanced community and recreational facilities, prioritisation of active travel, increased legibility and the showcasing of its unique attributes.’*

#### 3.3.2 Objectives

A number of objectives have been formulated that provide the framework a coordinated approach to deliver the above Vision and address the existing challenges within the study area. These include:

**Objective 1: Create a Distinct Identity** - *Clonsilla must not only retain and protect the attributes and assets that give it its distinctiveness but must utilise and showcase these to build a distinct identity.*

**Objective 2: Promote a Vibrant Village Centre** - *Clonsilla village centre faces a number of challenges and how these are addressed will define the future of Clonsilla. The vibrancy of the village centre will be enhanced through diversity of use including retail, commercial, social and recreation spaces as well as public realm improvements and traffic management.*

**Objective 3: Promote and Facilitate Active Travel** - *Clonsilla should not only embrace the future opportunities presented by the Royal Canal greenway in terms of wider accessibility through active travel but it must also promote active travel within the village through traffic management measures and the provision of active travel infrastructure such as the Clonsilla Active Travel Link.*

**Objective 4: Deliver a High-Quality Public Realm** - *The public realm provides the setting for Clonsilla, including the public spaces that people use every day. Quality design and materials are required to deliver a public realm that encourages vibrancy and facilitates social interaction.*

**Objective 5: Support the Enhancement of High-Quality Community and Recreational Facilities** - *The enhancement and reuse of existing community facilities such as green spaces will be supported.*

**Objective 6: Protect and Enhance the Natural Environment** - *Clonsilla has an enviable natural environment rich in biodiversity and wildlife from the Royal Canal to the parkland nature of the lands of the former Lohunda House. In line with the Development Plan, this should not only be respected and protected but should be strengthen and enhanced.*

**Objective 7: Realise the Full Potential of Transport Infrastructure** - *Clonsilla is strategically located in terms of availability of rail and bus services and proximity to the Canal and future greenway. Better accessibility to existing infrastructure and planning for the integration of new infrastructure into Clonsilla is key to its future vibrancy, vitality and attractiveness as a place to live.*

**Objective 8: Showcase the History and Celebrate the Assets of Clonsilla** - *Clonsilla has a wealth of historical and cultural assets that should be showcased through strategic signage, public art and cultural and community events.*

**Objective 9: Promote a High Quality of Life, Health and Wellbeing** - *To remain an attractive place to live and provide a high quality of life, Clonsilla needs to plan for inclusive and healthy communities through education, community and health facilities and access to amenity and recreation space.*

#### 3.3.3 Public Realm and Traffic Management Strategies for Clonsilla

The Public Realm Strategy for Clonsilla aims to guide the enhancement, development and management of the public realm in Clonsilla, improving legibility, character and identity and delivering an integrated and permeable Clonsilla

through linkages. The Strategy also considers how public realm improvements can support other initiatives such as improving human health and wellbeing and promoting biodiversity. The guiding principles for the public realm strategy includes:

- *Making space for people*
- *Showcasing Clonsilla's Uniqueness*
- *Delivering an Inclusive Clonsilla*
- *Promoting Quality*
- *Incorporating the Environment*
- *Facilitating Movement*

The Traffic Management Strategy seeks to redress the dominance of vehicular traffic in Clonsilla, delivering an Active Travel Network through enhanced pedestrian and cyclist facilities. The Public Realm Strategy supports this and seeks to capitalise on it by taking space back from vehicular traffic to deliver a high-quality public realm and where possible to create new or enhanced spaces. The implementation of the Traffic Management Strategy will deliver a number of positive outcomes for Clonsilla which will not only facilitate and encourage more sustainable forms of travel but will enhance Clonsilla both visually and as place to visit and spend time. These outcomes include:

- *Redress the balance in favour of pedestrians and cyclists over vehicular traffic in Clonsilla.*
- *Improved journey time reliability for bus passengers travelling through Clonsilla.*
- *Creation of a calmed environment on Clonsilla Road through the removal of through traffic.*
- *Reduction in vehicular speeds through Clonsilla thereby improving noise and air quality.*
- *Delivery of high quality, attractive active travel routes from Clonsilla and its surrounding residential communities to attractions in the area.*
- *Consider the removal of barriers to permeability and active movement in the residential areas to the south of Clonsilla Road.*
- *Improved access to the train station for pedestrians and cyclists.*
- *Creation of an enhanced environment for pupils and parents visiting St. Mochta's National School by sustainable modes.*
- *Better integration of and access to the Royal Canal Urban Greenway from the village centre.*

Figure 3.1 Overall Framework Plan Strategy (Extract from Figure 6-2 of the Draft Clonsilla Framework Plan, FCC 2024)

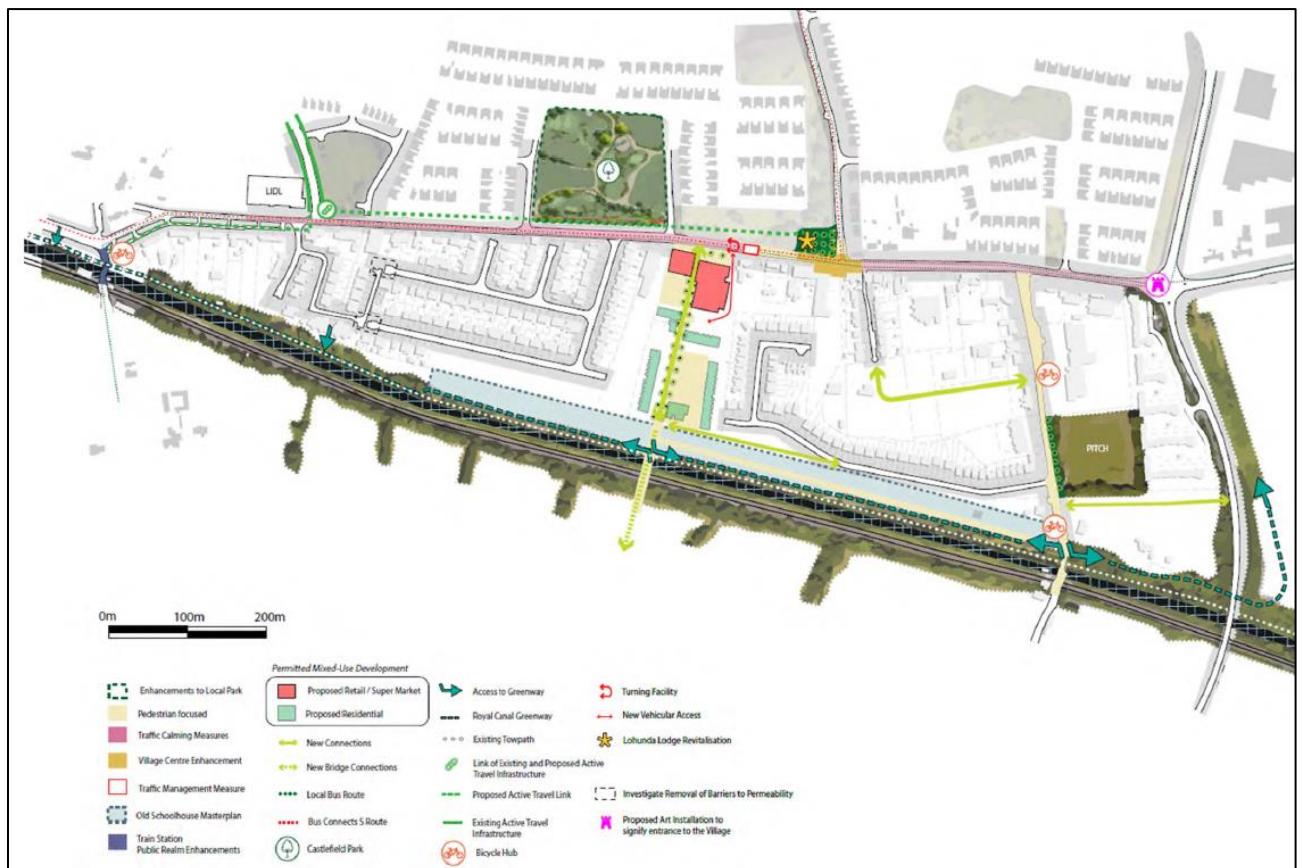


Figure 3.2 Overall Traffic Management Strategy (Extract from Figure 6-6 of the Draft Clonsilla Framework Plan, FCC 2024)



### 3.3.4 Key Projects

A number of key projects have been identified in the strategy that align with and support the delivery of the Public Realm and Traffic Management Strategies and have the potential to significantly improve the public realm, provide


enhanced accessibility while also providing valuable new recreational facilities and spaces for Clonsilla. These include:


1. A Redefined Village Centre
2. Clonsilla Road Traffic Management
3. Clonsilla Active Travel Link
4. Castlefield Park
5. Clonsilla Road Western Gateway
6. Clonsilla Road Eastern Gateway
7. Porterstown Road
8. Wayfinding

The location of key projects 1 to 7 is indicated on **Figure 3.3** below, with key project 8 applying to the whole area.

**Figure 3.3 Key Projects (Extract from Figure 7-1 of the Draft Clonsilla Framework Plan, FCC 2024)**



Key Project 1 – A Redefined Village Centre	
Project Physical Changes	Concept for the Redefined Village Centre
<ol style="list-style-type: none"> <li>1. Integrates this public recreational space with the active travel link (Key Project 3).</li> <li>2. Provides a playground and seating.</li> <li>3. Removes the existing railings.</li> <li>4. Redefines the green space as a multi-use space that can accommodate social gatherings e.g. farmers markets.</li> <li>5. Implements junction tightening and introduces surface/textural changes across the junction (see also Key Project 2).</li> <li>6. Revises the car parking arrangements to the front of the commercial units.</li> <li>7. Rationalises or relocates the existing bollards, railings, wirescape and lampposts where possible while ensuring the area is well lit at night.</li> </ol>	

Key Project 2 – Clonsilla Road Traffic Management	
Project Physical Changes	
<ol style="list-style-type: none"> <li>1. Implements directional signage on the west side of Clonsilla Link Road and on the east side of Shelerin Road which redirects through traffic onto the Ongar Distributor Road, whilst signposting local services along Clonsilla Road.</li> <li>2. Implements traffic management measures to the west of the village centre, to discourage through traffic on Clonsilla Road, whilst prioritising the needs of bus services along this route.</li> <li>3. Provides additional traffic calming measures on Clonsilla Road in the form of surface treatment changes, junction tightening and road narrowing to help maintain consistently lower traffic speeds.</li> <li>4. Delivers additional raised crossings on Clonsilla Road at desired locations, for example at parks and bus stops, to slow traffic and prioritise pedestrian movements at key desire lines.</li> </ol>	
	



### Key Project 3 – Clonsilla Active Travel Link

#### Project Physical Changes

1. Between Clonsilla train station and the junction of Weavers Walk, segregates the active travel link from Clonsilla Road traffic via the existing link to the north of Larch Grove residential properties, or if deemed appropriate, via a new segregated link within the green verge space on the south side of Clonsilla Road.
2. Provide a crossing point on Clonsilla Road to the east of Weavers Walk, connecting to the existing active travel infrastructure on Clonsilla Link Road.
3. Provides an active travel link immediately north of Clonsilla Road through existing open areas to the proposed public recreational space at the junction with Shelerin Road, retaining the existing mature trees and undertaking work for the maintenance and improvement of the tree lined/vegetated area along the north of Clonsilla Road.
4. At the eastern end of the link adjacent to Lohunda Lodge, provides an active travel crossing on Clonsilla Road to enable cyclist to cross from the active travel link to the village centre or join the calmed section of Clonsilla Road as set out in the Eastern Gateway (Key Project 6).

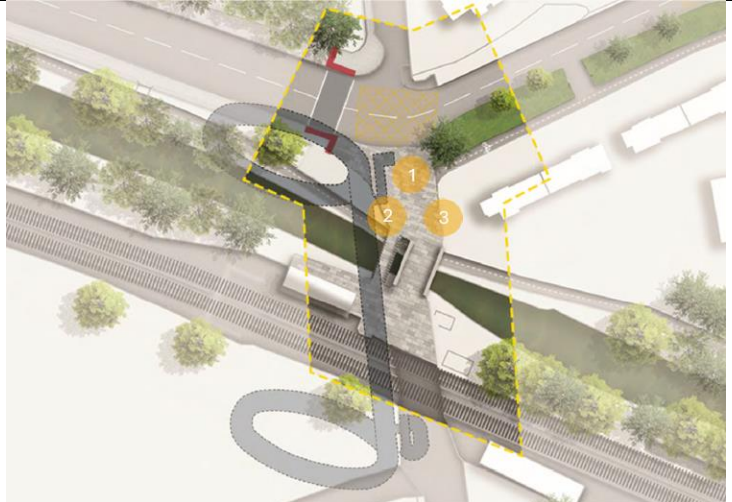



### Key Project 4 – Castlefield Park


#### Project Physical Changes


1. Provides paths that cross the park along desire lines from Castlefield Woods and Castlefield Park residential areas.
2. Provides a playground.
3. Retains and enhance the natural landscape areas.
4. Incorporates the Active Travel Link, (see Key Project 3).
5. Provides seating.
6. Provides a multigenerational space e.g. exercise machines.



Key Project 5 – Clonsilla Road Western Gateway	
Project Physical Changes	Concept for the Clonsilla Road Western Gateway
<ol style="list-style-type: none"> <li>1. Uses high-quality materials to create an attractive public realm arrival space as part of the Dart + West project delivery.</li> <li>2. Provides formal and secure bicycle docking and storage facilities.</li> <li>3. Provides signage as part of the heritage interpretation for Clonsilla</li> </ol> <p>Note: The layout relating to the DART + West works is indicative based on available information and will be subject to final detailed design by the NTA and Irish Rail.</p>	

Key Project 6 – Clonsilla Road Eastern Gateway	
Project Physical Changes	
<ol style="list-style-type: none"> <li>1. On Eastern side of Shelerin Road junction provides enhanced controlled active travel crossing in keeping with the National Cycle Manual standards to guide cyclists travelling on Shelerin Road or starting their journey from the village centre onto the mixed- use street section of Clonsilla Road.</li> <li>2. Creates of a calmed environment on Clonsilla Road to enable cyclist to share the carriageway in a central position with traffic. Shared environment to be achieved through narrowing of the carriageway, removal of central lane markings, introduction of textural surface treatments and enhanced landscaping to visually reduce sightlines.</li> <li>3. Creates an enhanced School Zone in front of the St Mochta’s National School to prioritise pedestrian and cycle access and improve bus set down for school and public services. Visibility of school entrance to be enhanced through signposting and placemaking.</li> <li>4. In keeping with the guiding principles set out in the National Cycle Manual, the entrance to the Diswellstown roundabout on the Clonsilla Road is to be amended to reduce traffic speeds and create an enhanced environment for pedestrians and cyclists on approach to the school.</li> </ol>	
	

Key Project 7 – Porterstown Road	
Project Physical Changes	Concept for Porterstown Road
<ol style="list-style-type: none"> <li>1. Provides a controlled raised crossing on Porterstown Road to facilitate access to Clonsilla including for children accessing St. Mochta's National School.</li> <li>2. Facilitates the potential delivery of a mixed-traffic zone.</li> <li>3. Protects and preserves the existing historic water pump.</li> </ol>	 <p>The map illustrates the proposed changes to Porterstown Road. A dashed yellow line indicates the alignment of the road. Three key locations are marked with numbered circles: 1 (a controlled raised crossing), 2 (a mixed-traffic zone), and 3 (a historic water pump). The map also shows a 'PITCH' area, a river, and surrounding buildings. A red circle with a white 'X' and a bicycle icon is placed near the crossing, indicating a no-bicycles zone. A green arrow points towards the crossing, and a blue arrow points away from it.</p>

Key Project 8 – Wayfinding	
Project Physical Changes	Fingal's Standard Signage
<p>Provides sensitively designed and sited signage in accordance with Fingal County Council signage guidance at each key project location where appropriate.</p>	 <p>The diagram shows seven types of signage: A (Freestanding 'lectern style' interpretive display panel), B (Freestanding medallion interpretive display panel), C (Wall mounted interpretive display panel), D (Freestanding medallion mapboard display panel), E (Freestanding maxillith mapboard display panel), F (Round pole with fingerpost), and G (Markerpost). A legend on the left identifies the colors for Heritage Trails (orange), Park Trails (green), and Coastal Walks (blue). Silhouettes of a person and a person on a bicycle are shown for scale.</p> <p> <span style="color: orange;">■</span> Heritage Trails  <span style="color: green;">■</span> Park Trails  <span style="color: blue;">■</span> Coastal Walks </p> <p> <b>A</b> Freestanding 'lectern style' interpretive display panel  <b>B</b> Freestanding medallion interpretive display panel  <b>C</b> Wall mounted interpretive display panel  <b>D</b> Freestanding medallion mapboard display panel  <b>E</b> Freestanding maxillith mapboard display panel  <b>F</b> Round pole with fingerpost  <b>G</b> Markerpost </p>



### 3.3.5 Implementation and Monitoring

The Plan includes an outline schedule of the main actions arising from the Framework Plan (Refer to **Table 3.1** (on page over)). The schedule includes details as to the ownership of each action, bodies which are expected to provide project support, sources of potential funding as well as indicative timelines.

It is also noted that as many of the actions identified as part of this Framework Plan are likely to be subject to additional detailed design and permitting / environmental assessment the overall timeframe for the completion of all actions could take 5 to 10 years in total.

Monitoring will be undertaken on an annual basis and take account of indicators such as:

- The actions undertaken and projects commenced and/or completed;
- Funding opportunities identified, applied for and secured.

## Clonsilla Framework Plan

### SEA Screening Report

Table 3.1 Schedule of Actions in the Framework Plan (Extract from Table 8-1 of the Draft Clonsilla Framework Plan, FCC 2024)

Project/Opportunities	Actions	Owner	Project Support	Potential Funding Sources	Indicative Timelines
A Redefined Village Centre	Prepare detailed drawings	FCC	Local Residents, Private Landowners, Local Community, Local Businesses.	URDF, Local Enhancement Programme	Medium Term
	Seek consent through relevant consent process				
	Review available funding, prepare and submit application(s)				
Clonsilla Road Traffic Management	Undertake a Transport Appraisal as appropriate	FCC	NTA, Local Residents, Local Community, Local Businesses.	Active Travel Investment Grant	Medium Term
	Prepare detailed drawings				
	Seek consent through relevant consent process				
	Review available funding, prepare and submit application(s)				
Clonsilla Active Travel Link	Undertake a Transport Appraisal as appropriate	FCC	NTA, Local Residents, Local Community, Private Landowners.	Active Travel Investment Grant	Medium - Long Term
	Prepare detailed drawings				
	Seek consent through relevant consent process				
	Review available funding, prepare and submit application(s)				
Castlefield Park	Prepare detailed drawings	FCC	Local Residents, Private Landowners, Local Community.	URDF, Local Enhancement Programme	Medium - Long Term
	Seek consent through relevant consent process				
	Review available funding, prepare and submit application(s)				
Clonsilla Road Western Gateway	Engage with all relevant stakeholders including the NTA and Irish Rail	FCC	NTA, Irish Rail, Local Residents, Local Community.	URDF, Active Travel Funding associated with DART + West	Medium Term
	Prepare detailed drawings				
	Seek consent through relevant consent process				
	Review available funding, prepare and submit application(s)				
Clonsilla Road Eastern Gateway	Undertake a Transport Appraisal as appropriate	FCC	NTA, Local Residents, Local Community, Private Landowners, St. Mochta's National School.	Active Travel Investment Grant	Short - Medium Term
	Prepare detailed drawings				
	Seek consent through relevant consent process				
	Review available funding, prepare and submit application(s)				
Porterstown Road	Engage with the NTA and Irish Rail	FCC	NTA, Irish Rail, Local Residents, Local Community, Private Landowners, St. Mochta's National School.	URDF, Active Travel Funding associated with DART + West, Heritage Council, Local Enhancement Programme.	Medium Term
	Prepare detailed drawings				
	Seek consent through relevant consent process				
	Review available funding, prepare and submit application(s)				
Wayfinding	Provision of a strategic heritage sign near the train station.	FCC	Local Residents, Local Community, Local Businesses, Private Landowners, Developers	URDF, Local Enhancement Programme.	Short - Medium Term
	Review available funding, prepare and submit application(s)				
Potential New Connections	Undertake a Transport Appraisal as appropriate	FCC	Local Residents, Local Community, Private Landowners, Developers.	URDF, Active Travel Funding, Heritage Council, Local Enhancement Programme.	Medium - Long Term
	Investigate the removal of barriers to movement in the residential areas to the south of Clonsilla Road (including Lambourne Avenue and Weaver's Wood)				
Monitoring	Ongoing	FCC	Local Community		

## 4 Description of the receiving environment

The Clonsilla Framework Plan includes areas of land situated south of Clonsilla Road/ Larch Road, bounded by Diswellstown Road to the east, Callaghan Bridge to the west and extending just south of the Royal Canal and railway tracks. The Plan also includes 3no. open space and parkland areas to the north of the Clonsilla Road. Refer to **Figure 4.1** below.

Development in Clonsilla is set against the policies and objectives of the Fingal Development Plan 2023-2029 (**Figure 4.2**). It is not a statutory land use plan and does not set a framework for future development consents. It is a Local Authority Plan, as required under the Fingal Development Plan 2023-2029 (*refer to Table 2.19: List of proposed Framework Plans – Clonsilla (FP 13.C)*). As set out within the Fingal Development Plan 2023-2029 settlement hierarchy, Clonsilla is designated as being situated within the 'Dublin City and Suburbs' consolidation area.

The Fingal Development Plan 2023-2029 sets policies and objective for the preparation and implementation of the Framework Plan and states-

*Policy CSP9 – Framework Plans : Prepare Framework Plans as required for identified areas to facilitate a co-ordinated approach to development.*

*Policy CSP10 – Implementation of Framework Plans : Prepare Framework 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 therein.*

There is also a specific objective for Masterplan 13a (Old School House) which is entirely located within the boundary of the Framework Plan.

*Objective CSO 11 - Masterplan for the Old School House, Clonsilla : Master Plan for the Old School House, Clonsilla, to be completed within two years from the commencement of the Development Plan.*

Clonsilla benefits from proximity to the M50 Motorway and N3 National Route as well as being located on the national rail network. The R121 serves as the main street for the Clonsilla Village. It runs east-west and forms the northern boundary of the Framework Plan lands. Several estate roads run north-south of the R121. Diswellstown Road runs north-south and forms the eastern boundary of the site from the Clonsilla roundabout to the Dr. Troy Bridge. The Ongar Distributor Road runs c. 570m north of the study area, and provides access to the Ongar Village from the Clonsilla train station. This route also provides access to Huntstown and Hartstown neighbourhoods. Porterstown Road runs perpendicular to the R121 south of Clonsilla Village. The N3 National Road (Navan Road) is located c. 1.7 km north-east from Clonsilla roundabout and access to the N3 is provided via the R121/R843 at Junction Two. The N3 provides access to Navan and other destinations in the north-west. The M50 Motorway is located c. 4.5 km south-east from Clonsilla roundabout at Junction 6.

The lands within the Clonsilla Framework Plan are generally included within zoning objective 'RS' Residential - *Provide for residential development and protect and improve residential amenity*; 'TC' 'Town and District Centre' - *Protect and enhance the special physical and social character of town and district centres and provide and/or improve urban facilities*; 'OS' Open Space – *Preserve and provide for open space and recreational amenities*; and 'CI' Community Infrastructure - *Provide for and protect civic, religious, community, education, health care and social infrastructure*. Refer to **Figure 4.2**. The study area is also categorised as a 'highly sensitive landscape' under the Fingal Development Plan 2023-2029 and there is a specific objective to '*Protect & Preserve Trees, Woodlands and Hedgerows*' within the Plan area.

There are 7no. Protected Structures listed within and immediately surrounding the study area. These include Old School House at the eastern end of Clonsilla, St. Mary's Church at the western end and the Royal Canal including the towpath. Other structures include the Old School House, Kennan Bridge, Railway- Keeper's Cottage, Callaghan Bridge, Clonsilla Signal Box & Overbridge. There are also other structures included on the National Inventory of Architectural Heritage and Sites and Monuments Record.



Figure 4.1 Clonsilla Framework Plan Area

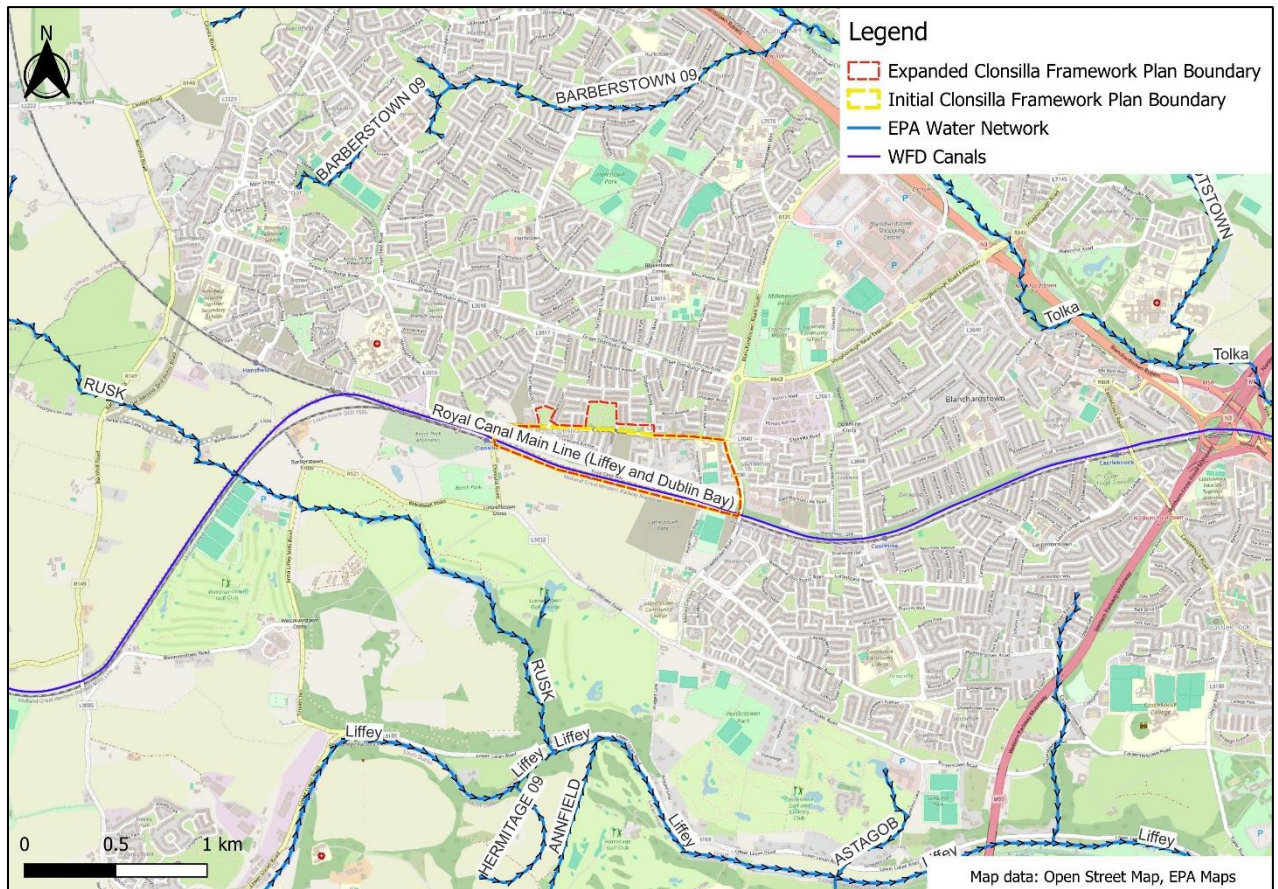
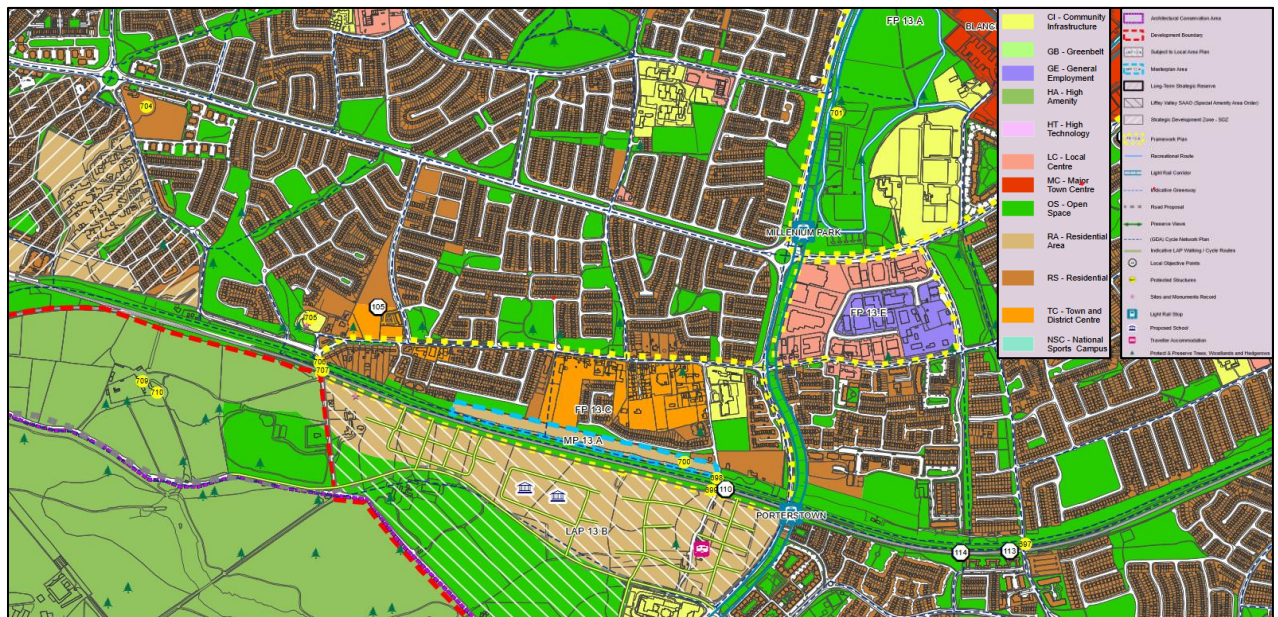


Figure 4.2 Extract from the Fingal Development Plan 2023-2029 (Sheet No. 13 Blanchardstown South)

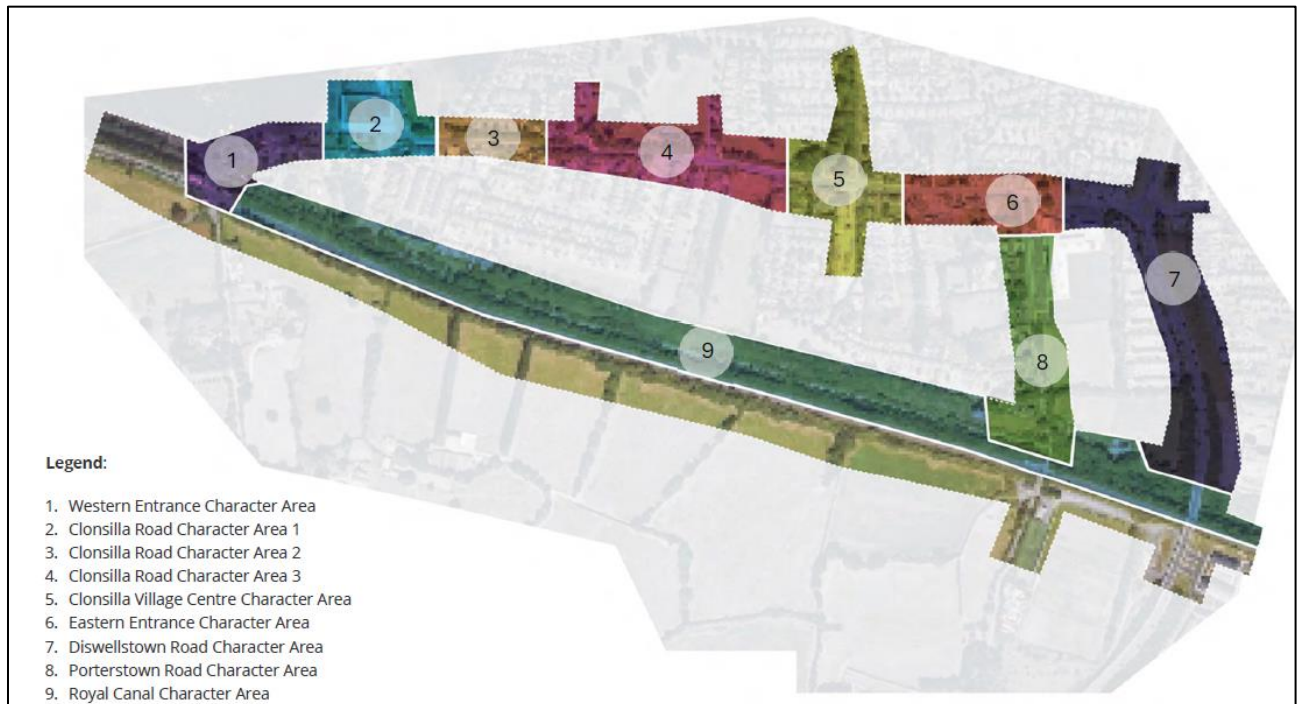


The Royal Canal and the railway line form a natural barrier to the south and therefore significant residential development is to the north of Clonsilla Road. The existing village is characterised by the following distinctive character areas (refer to **Figure 4.3**):

- *Character Area 1: The western gateway to Clonsilla, at the junction of Clonsilla Road with the Royal Canal and Clonsilla Train Station, is characterised by the mature trees of the former estate of Clonsilla House and the historic church and graveyard, and the original rail and canal structures. St. Mary's Church is just outside the boundary of the Framework Plan area, It and its setting forms the backdrop to northward views from Callaghan Bridge and the westward vista of Clonsilla Road. The single storey dwellings of Larch Grove on the south side and Churchview on the north side also contribute to the area's character.*
- *Character Area 2: The western end of Clonsilla Road is characterised by a tight footpath and new supermarket on the northern side, an open space area directly opposite on the eastern side of the Clonsilla Link Road. Low density bungalow housing characterises the southern side of the Clonsilla Road at this location.*
- *Character Area 3: Further along Clonsilla Road the character becomes more urban in pockets with the petrol station, funeral home and wider footpaths. The northern side of Clonsilla Road retains a tree-lined character indicative of the former estate landscape character associated with Lohunda House.*
- *Character Area 4: Further east on Clonsilla Road the character changes with mature trees lining both sides of the road and narrow pedestrian footpaths. The lands to the north of Clonsilla Road are characterised by the wooded Castlefield Park which retains its estate landscape character and by residential estates mainly in the form of semi-detached and detached dwellings.*
- *Character Area 5: The character of this length of Clonsilla Road is mixed commercial being the village centre and also accommodates a number of dwellings, including several cottages. The historic Weaver's Row and Lohunda Lodge form part of the streetscape, with the latter set within a wooden area reflecting the historic estate landscape.*
- *Character Area 6: The character at this length of road is mixed commercial and residential in nature. The Clonsilla Inn is located in this Character Area, as are the multiple individual property entrances and the new residential development on the north side of the road.*
- *Character Area 7: Diswellstown Road forms the eastern boundary of the Framework Plan area, with the section from the Dr. Troy Bridge to The Courtyard residential development having a distinct tree lined character on both sides. This character changes, with The Courtyard residential development and the strip of open space opposite, bound by the wall of the residential estates to the east, highlighting the width of the Road at this location. The eastern entrance to Clonsilla is marked by the Clonsilla roundabout. St. Mochta's National School forms the southern edge with the Roundabout acting as the eastern entry point. Clonsilla Road is lined on the northern side by modern semi-detached dwellings set back from the road.*
- *Character Area 8: Porterstown Road within the Framework Plan area has a distinct character defined by its narrow width and the number of historic and vernacular structures along its relatively short length. The lack of a footpath along its eastern side from St. Mochta's National School to the Canal is also a characteristic of the Road.*
- *Character Area 9: The Royal Canal is an important element of the industrial heritage of Clonsilla. For its length within the Framework Plan area, the Canal has a distinct overgrown, wooded ravine-like character.*



Figure 4.3 Character areas within the Plan study area (Extract from Figure 4-2 of the Draft Clonsilla Framework Plan, FCC 2024)



The Plan Area is located within the Liffey and Dublin Bay catchment (09), the Liffey\_SC\_100 subcatchment (09\_1) and the Liffey\_180 river sub-basin. The Water Framework Directive (WFD) status of the rivers, transitional & coastal waterbodies in the vicinity of the Plan area ranges from 'poor' to 'good' during the 2016-2021 monitoring period. The waterbodies within the study area includes (refer to **Figure 4.1**):

- Royal Canal Main Line (Liffey and Dublin Bay) (IE\_09\_AWB\_RCMLE0 (Good and the risk status is under 'review')

The River Liffey is c. 650m to the south-west and River Tolka is c. 2km to the north-east and both these watercourses are unconnected to the study area.

There are no European (Natura 2000) sites within the framework plan area. The nearest sites are listed below (and shown in **Figure 4.6**):

- Special Areas of Conservation (SAC):
  - Rye Water Valley/ Carton SAC (site code 001398), c. 5km to the south-west;
  - Glenasmole Valley SAC (site code 001209), c. 13.9km to the south;
  - South Dublin Bay SAC (site code 000210), c. 13.6km to the south-east;
  - North Dublin Bay SAC (site code 000206), c. 15.0km to the east;
  - Wicklow Mountains SAC (site code 002122), c. 16.4km south;
  - Malahide Estuary SAC (site code 000205), c. 16.6km to the north-east;
  - Baldoyle Bay SAC (site code 000199), c. 17.5km to the north-east;
  - Rogerstown Estuary SAC (site code 000208), c. 19.1km to the north-east;
  - Howth Head SAC (site code 000202), c. 20.8km to the east;
  - Ireland's Eye SAC (site code 002193), c. 22km to the north-east;
  - Rockabill to Dalkey Island SAC (site code 003000), c. 22.2km to the north-east.
- Special Protection Areas (SPA):
  - North Bull Island SPA (site code 004006), c. 12km to the east;

- ❑ South Dublin Bay and River Tolka Estuary SPA (site code 004024), c. 13.6km to the south-east;
- ❑ Malahide Estuary SPA (site code 004025), c. 16.6km to the north-east;
- ❑ North-west Irish Sea SPA (site code 004236), c. 17.5km to the east;
- ❑ Wicklow Mountains SPA (site code 004040), c. 17.6km south;
- ❑ Baldoyle Bay SPA (site code 004016), c. 18.4km to the east;
- ❑ Rogerstown Estuary SPA (site code 004015), c. 19.1km to the north-east;
- ❑ Ireland's Eye SPA (site code 004117), c. 22km to the east;
- ❑ Howth Head Coast SPA (site code 004113), c. 23km to the east.

Designated sites (i.e. proposed Natural Heritage Areas (pNHA) and designated Natural Heritage Areas (NHA)) within the potential Zone of Influence have been included in this assessment in order to address their potential to act as supporting sites for European sites. There are no pNHA or NHA sites within the framework plan area. There are further no NHAs within the 20km buffer distance from the site. The nearest pNHAs are listed below:

- Proposed Natural Heritage Area (pNHA):
  - ❑ Royal Canal pNHA (site code 002103), within the study area;
  - ❑ Liffey Valley pNHA (site code 000128), c. 850m to the south;
  - ❑ Rye Water Valley / Carton pNHA (site code 001398), c. 5km to the south-west;
  - ❑ Grand Canal pNHA (site code 002104), c. 5.7km to the south;
  - ❑ Santry Demesne pNHA (site code 000178), c. 10.2km to the east;
  - ❑ Dodder Valley pNHA (site code 000991), c. 11.1km to the south;
  - ❑ North Dublin Bay pNHA (site code 000206), c. 12km to the east;
  - ❑ Dolphins Dublin Docks pNHA (site code 000201), c. 14.3km to the south-east;
  - ❑ South Dublin Bay pNHA (site code 000210), c. 13.6km to the south-east;
  - ❑ Lugmore Glen pNHA (site code 001212), c. 12km to the south;
  - ❑ Glenasmole Valley pNHA (site code 001209), c. 13.9km to the south;
  - ❑ Slade of Saggart and Crooksling Glen pNHA (site code 000211), c. 13.2km to the south-west;
  - ❑ Feltrim Hill pNHA (site code 001208), c. 15.2km to the north-east;
  - ❑ Booterstown Marsh pNHA (site code 001205), c. 15.5km to the south-east;
  - ❑ Malahide Estuary pNHA (site code 000205), c. 16.2km to the north-east;
  - ❑ Fitzsimon's Wood pNHA (site code 001753), c. 16.5km to the south-east;
  - ❑ Sluice River Marsh pNHA (site code 001763), c. 17.4km to the north-east;
  - ❑ Baldoyle Bay pNHA (site code 000199), c. 17.6km to the north-east;
  - ❑ Kilteel Wood pNHA (site code 001394), c. 17.8km to the south-west;
  - ❑ Rogerstown Estuary pNHA (site code 000208), c. 19km to the north-east;
  - ❑ Howth Head pNHA (site code 000202), c. 20.5km to the east;
  - ❑ Portrane Shore pNHA (site code 001215), c. 22km to the north-east.

The Central Statistics Office (CSO) data illustrates that the population of the Irish State increased between 2011 and 2016 by 3.8%, and further increased by 8.1% between 2016 and 2022, bringing the total population of the Irish State to c. 5.1 million in April 2022, which is the highest population recorded in a census since 1841. The summary results for 2022 census states that Fingal is one of the highest growing counties with a population increase of 11.6% between Census 2016 and Census 2022. In the period between 2016 and 2022, the population in the administrative area of Fingal County Council (FCC) increased by 11.6% as compared to the previous increase of 8% between 2011 and 2016. As described in the Framework Plan, the population of the study area, according to the 2022 Census was 1,147 persons which represents an increase of 114 (11%) on the 2016 Census figure. The population of the combined catchment, i.e. Clonsilla, was 10,921 according to the 2022 Census. This represents an increase of 904 (9%) on the 2016 Census figure.

There are several structures within the Plan area that are listed on the national inventory of architectural heritage and mostly concentrated on the south-east and south-west ends of the study area.

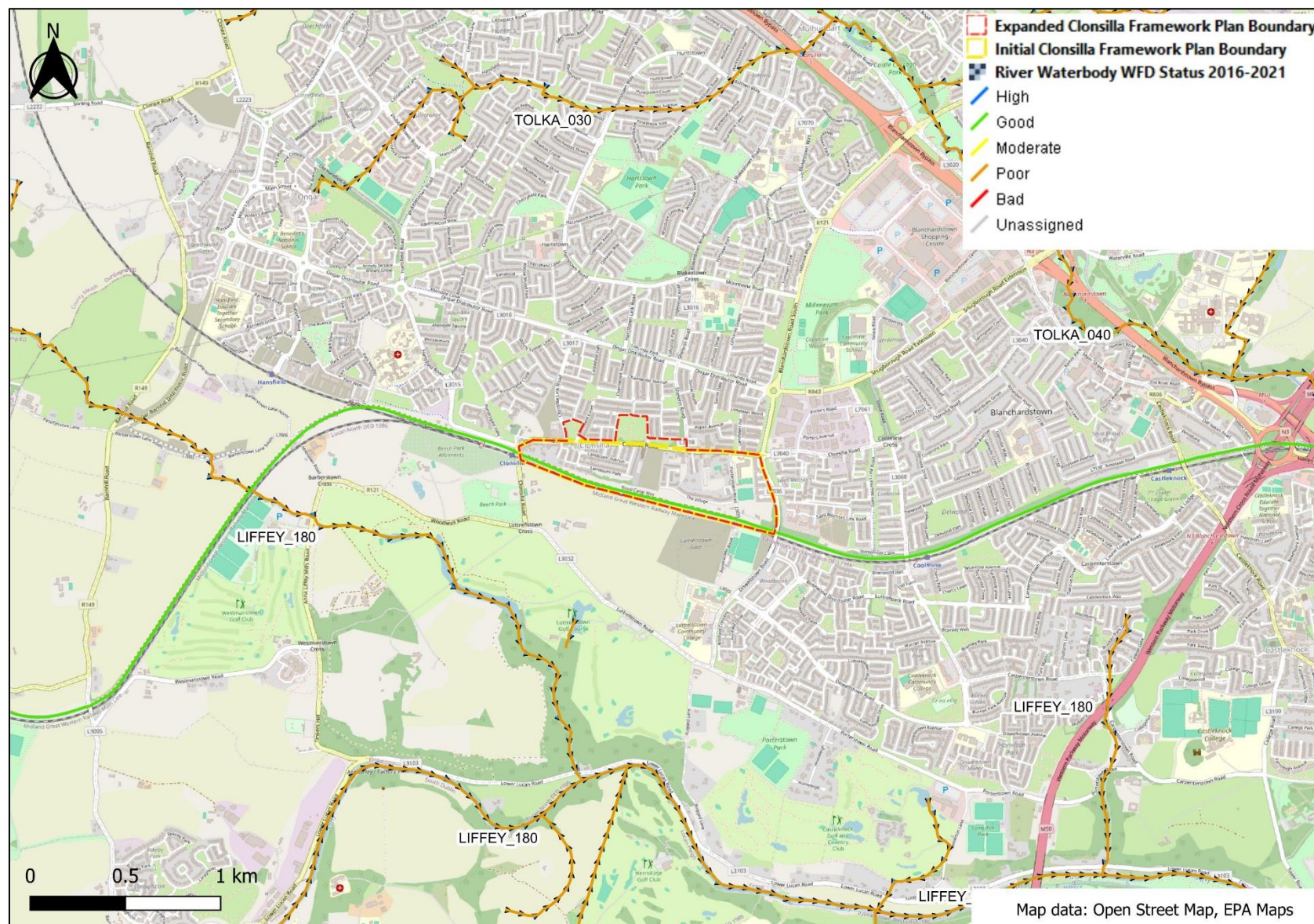
The Geological Survey of Ireland (GSI) has identified the Plan area is majorly underlain by Lucan Formation and comprises of dark limestone & shale.



# Clonsilla Framework Plan

## SEA Screening Report

Figure 4.4 WFD waterbody status within the Plan Area

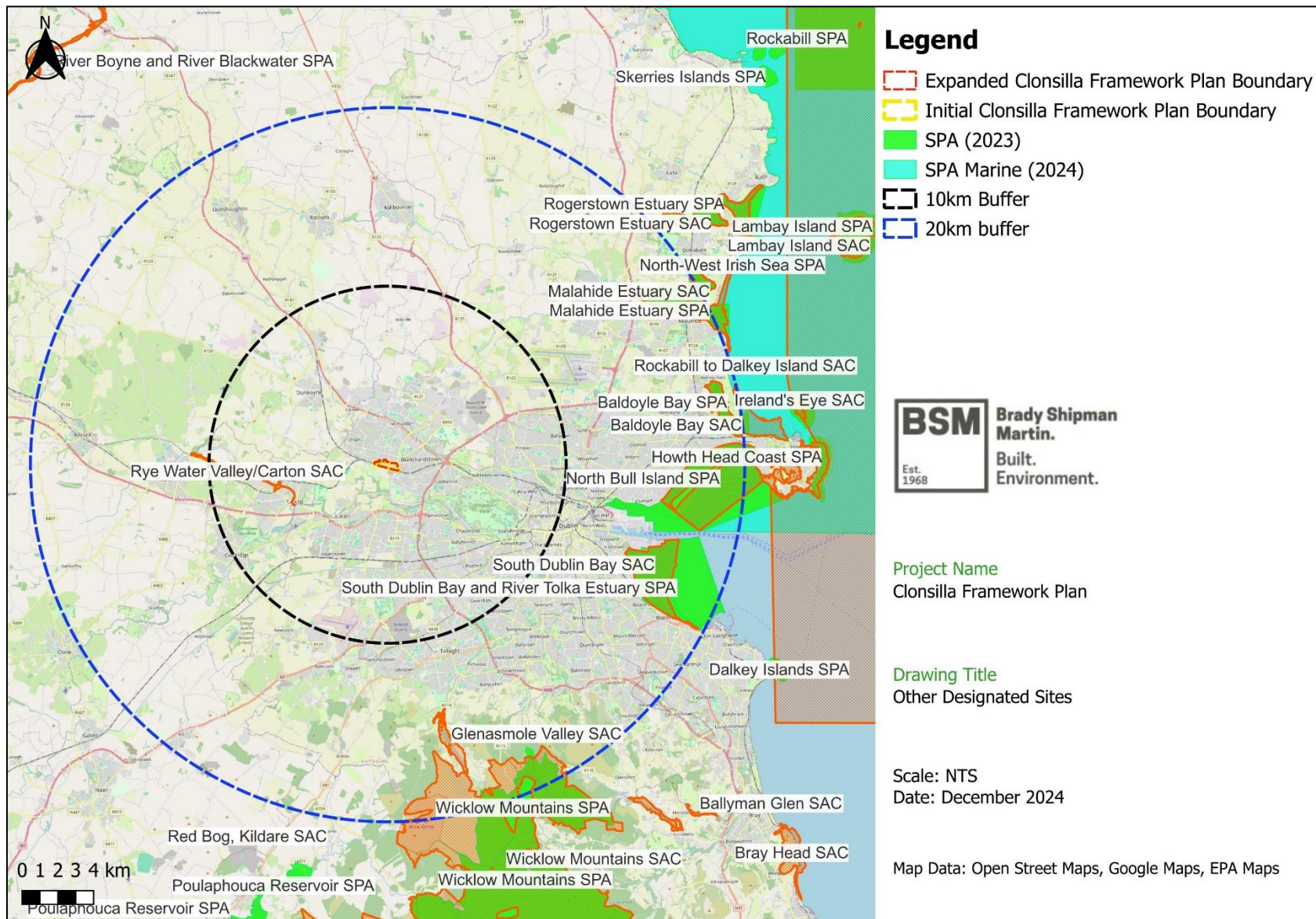




## Clonsilla Framework Plan

### SEA Screening Report

Figure 4.5 European sites within zone of influence of the Plan. A 10km and 20km radius is shown for scale.



## 5 Planning Context

Implementation of the Clonsilla Framework Plan will be informed and contextualised by a range of policies and plans at international, national, and local level.

### 5.1 International

- ‘United Nations’ Sustainability Development Goals (SDGs) as set out in the 2030 Agenda for Sustainable Development Transforming our World.
- United Nations Convention on the Rights of Persons with Disabilities (UNCRPD);
- UN (1992) The Convention on Biological Diversity (CBD);
- Council of Europe (1996) The Pan-European Biological and Landscape Diversity Strategy;
- Council of Europe (1996) The European Landscape Convention 2000;
- EU Marine Strategy Framework Directive (MSFD);
- EU The Marine Spatial Planning Directive (MSP);
- EU Water Framework Directive (WFD);
- Birds (2009/147/EC) and Habitats Directive (92/43/EEC);
- EU Floods Directive;
- EU Green Infrastructure Strategy.

### 5.2 National

- Project Ireland 2040– National Planning Framework and National Development Plan (2018) including Revised National Planning Framework (2025). The National Planning Framework (NPF) is the Government’s high-level strategic vision for shaping future growth and development in the entire country over a 20-year period, which identifies heritage as a strategic investment priority, recognising ‘Enhanced Amenities and Heritage’ as a National Strategic Outcome;
- National Development Plan 2021-2030
- Regional Spatial and Economic Strategies (RSES) for the East and Midlands Area;
- Metropolitan Area Strategic Plan (MASP);
- Climate Action Plan 2025;
- Urban Design Manual – A Best Practice Guide (2009);
- Design Manual for Urban Roads and Streets (2019);
- The Planning System and Flood Risk Management – Guidelines for Planning Authorities (2009);
- National Sustainable Mobility Policy (2022);
- Greater Dublin Area Transport Strategy 2022-2042.

### 5.3 County

The Fingal Development Plan 2023-2029 sets out the spatial framework to guide future development within the County acknowledges, supports, and reinforces the integral role heritage, culture and the arts play in sustaining and creating attractive, vibrant, and engaging places to live, work and enjoy.

- Fingal Development Plan 2023-2029
- Fingal Biodiversity Action Plan 2022-2030 puts forward an ambitious programme of a hundred actions to reverse the decline in biodiversity by 2030.
- Fingal County Council’s Climate Change Action Plan 2024–2029
- Fingal County Council Corporate Plan 2019-2024
- Fingal’s Culture and Creative Strategy 2023-2027

## 6 Screening for Requirement for SEA

The screening for the requirement for SEA has been conducted in accordance with the criteria set out in Schedule 1 of S.I. No. 435 of 2004, as amended by S.I. No. 200 of 2011.

The criteria are set out under two principal headings:

- Characteristics of a Plan / Programme; and
- Characteristics of the effects and of the area likely to be affected.

The corresponding sub-criteria are addressed in [Tables 6.1](#) and [6.2](#), below, respectively.

A screening for SEA of key projects and actions in the Draft Clonsilla Framework Plan is also provided in [Table A1](#) in [Appendix 1](#).

**Table 6.1: Characteristics of the Plan / Programme, having regard, in particular, to:**

*The degree to which the plan sets a framework for projects and other activities, either with regard to the location, nature, size and operating conditions, or by allocating resources*

The non-statutory Framework Plan will guide future development in the Clonsilla area with a focus on urban improvement for walking and cycling infrastructure, provision of public open space and defining the 'village centre'. Building on this overall approach, the [strategic aims](#) of the Clonsilla Framework Plan are to:

- *Embrace a sustainable future;*
- *Repair and improve the urban fabric;*
- *Create a vibrant, liveable core area;*
- *Improve accessibility and permeability;*
- *Provide for new civic and social activities.*

The [vision](#) for Clonsilla is a key component of the Plan and it states:

*'Clonsilla will become a distinct place that embraces its rich heritage and natural assets, fostering pride of place and a sense of community through improvements in the public realm, enhanced community and recreational facilities, prioritisation of active travel, increased legibility and the showcasing of its unique attributes.'*

A number of [objectives](#) have been formulated that provide the framework a coordinated approach to deliver the above Vision and address the existing challenges within the study area. These include:

- *Objective 1: Create a Distinct Identity - Clonsilla must not only retain and protect the attributes and assets that give it its distinctiveness but must utilise and showcase these to build a distinct identity.*
- *Objective 2: Promote a Vibrant Village Centre - Clonsilla village centre faces a number of challenges and how these are addressed will define the future of Clonsilla. The vibrancy of the village centre will be enhanced through diversity of use including retail, commercial, social and recreation spaces as well as public realm improvements and traffic management.*
- *Objective 3: Promote and Facilitate Active Travel - Clonsilla should not only embrace the future opportunities presented by the Royal Canal greenway in terms of wider accessibility through active travel but it must also promote active travel within the village through traffic management measures and the provision of active travel infrastructure such as the Clonsilla Active Travel Link.*
- *Objective 4: Deliver a High-Quality Public Realm - The public realm provides the setting for Clonsilla, including the public spaces that people use every day. Quality design and materials are required to deliver a public realm that encourages vibrancy and facilitates social interaction.*
- *Objective 5: Support the Enhancement of High-Quality Community and Recreational Facilities - The enhancement and reuse of existing community facilities such as green spaces will be supported.*

- *Objective 6: Protect and Enhance the Natural Environment - Clonsilla has an enviable natural environment rich in biodiversity and wildlife from the Royal Canal to the parkland nature of the lands of the former Lohunda House. In line with the Development Plan, this should not only be respected and protected but should be strengthen and enhanced.*
- *Objective 7: Realise the Full Potential of Transport Infrastructure - Clonsilla is strategically located in terms of availability of rail and bus services and proximity to the Canal and future greenway. Better accessibility to existing infrastructure and planning for the integration of new infrastructure into Clonsilla is key to its future vibrancy, vitality and attractiveness as a place to live.*
- *Objective 8: Showcase the History and Celebrate the Assets of Clonsilla - Clonsilla has a wealth of historical and cultural assets that should be showcased through strategic signage, public art and cultural and community events.*
- *Objective 9: Promote a High Quality of Life, Health and Wellbeing - To remain an attractive place to live and provide a high quality of life, Clonsilla needs to plan for inclusive and healthy communities through education, community and health facilities and access to amenity and recreation space.*

Having regard to these aims and objectives, the Framework Plan identifies specific public realm works, active travel measures, enhancement and reuse of existing community facilities, and addresses accessibility and connectivity throughout the Plan area.

The Public Realm Strategy for Clonsilla aims to guide the enhancement, development and management of the public realm in Clonsilla, improving legibility, character and identity and delivering an integrated and permeable Clonsilla through linkages. The Strategy also considers how public realm improvements can support other initiatives such as improving human health and wellbeing and promoting biodiversity.

The Traffic Management Strategy seeks to redress the dominance of vehicular traffic in Clonsilla, delivering an Active Travel Network through enhanced pedestrian and cyclist facilities. This Public Realm Strategy supports this and seeks to capitalise on it by taking space back from vehicular traffic to deliver a high-quality public realm and where possible to create new or enhanced spaces. The implementation of this Traffic Management Strategy will deliver a number of positive outcomes for Clonsilla which will not only facilitate and encourage more sustainable forms of travel but will enhance Clonsilla both visually and as place to visit and spend time.

A number of key projects have been identified in the strategy that align with and support the delivery of the Public Realm and Traffic Management Strategies and have the potential to significantly improve the public realm, provide enhanced accessibility while also providing valuable new recreational facilities and spaces for Clonsilla. These include:

- 1. A Redefined Village Centre
- 2. Clonsilla Road Traffic Management
- 3. Clonsilla Active Travel Link
- 4. Castlefield Park
- 5. Clonsilla Road Western Gateway
- 6. Clonsilla Road Eastern Gateway
- 7. Porterstown Road
- 8. Wayfinding

The key projects (8no.) are detailed in Section 3 of this report.

As outlined in the Development Plan, Framework Plans are advisory in nature, providing a long-term vision for the future and allowing sufficient flexibility to manage change depending on the particular circumstances.

The Plan also sets an implementation plan and outlines a schedule of the main actions arising from the Framework Plan. The schedule includes details as to the ownership of each action, bodies which are expected to provide project support, sources of potential funding as well as indicative timelines.



It should be noted that as many of the actions identified as part of this Framework Plan are likely to be subject to additional detailed design and permitting / environmental assessment, the overall timeframe for the completion of all actions could take 5 to 10 years in total.

Monitoring undertaken on an annual basis shall take account of indicators such as - environmental, urban structure, movement, social and economic characteristics of the Village, the actions undertaken and projects commenced and/or completed, funding opportunities identified, applied for and secured.

*The degree to which the plan influences other plans, including those in a hierarchy*

In the context of global, European, national, regional and local plans; the Plan is at a low level in the hierarchy of plans. The key related plans and policy documents are highlighted in [Section 5](#) above. The adoption and implementation of the final version of the Plan will support the implementation / objectives of various plans and policies at higher levels in the planning hierarchy, including the *Fingal Development Plan 2023-2029*.

*The relevance of the plan for the integration of environmental considerations, in particular with a view to promoting sustainable development*

The Framework Plan is supported by a number of strategic aims that have been developed in order to support sustainable principles and build on identified objectives.

- *Embrace a sustainable future.*
- *Repair and improve the urban fabric.*
- *Create a vibrant, liveable core area.*
- *Improve accessibility and permeability.*
- *Provide for new civic and social activities.*

The Framework Plan is underpinned by a series of objectives that provide the framework a coordinated approach to address the existing challenges within the study area. These include:

- *Objective 1: Create a Distinct Identity - Clonsilla must not only retain and protect the attributes and assets that give it its distinctiveness but must utilise and showcase these to build a distinct identity.*
- *Objective 2: Promote a Vibrant Village Centre - Clonsilla village centre faces a number of challenges and how these are addressed will define the future of Clonsilla. The vibrancy of the village centre will be enhanced through diversity of use including retail, commercial, social and recreation spaces as well as public realm improvements and traffic management.*
- *Objective 3: Promote and Facilitate Active Travel - Clonsilla should not only embrace the future opportunities presented by the Royal Canal greenway in terms of wider accessibility through active travel but it must also promote active travel within the village through traffic management measures and the provision of active travel infrastructure such as the Clonsilla Active Travel Link.*
- *Objective 4: Deliver a High-Quality Public Realm - The public realm provides the setting for Clonsilla, including the public spaces that people use every day. Quality design and materials are required to deliver a public realm that encourages vibrancy and facilitates social interaction.*
- *Objective 5: Support the Enhancement of High-Quality Community and Recreational Facilities - The enhancement and reuse of existing community facilities such as green spaces will be supported.*
- *Objective 6: Protect and Enhance the Natural Environment - Clonsilla has an enviable natural environment rich in biodiversity and wildlife from the Royal Canal to the parkland nature of the lands of the former Lohunda House. In line with the Development Plan, this should not only be respected and protected but should be strengthen and enhanced.*
- *Objective 7: Realise the Full Potential of Transport Infrastructure - Clonsilla is strategically located in terms of availability of rail and bus services and proximity to the Canal and future greenway. Better accessibility to existing infrastructure and planning for the integration of new infrastructure into Clonsilla is key to its future vibrancy, vitality and attractiveness as a place to live.*

<ul style="list-style-type: none"> <li>• <i>Objective 8: Showcase the History and Celebrate the Assets of Clonsilla - Clonsilla has a wealth of historical and cultural assets that should be showcased through strategic signage, public art and cultural and community events.</i></li> <li>• <i>Objective 9: Promote a High Quality of Life, Health and Wellbeing - To remain an attractive place to live and provide a high quality of life, Clonsilla needs to plan for inclusive and healthy communities through education, community and health facilities and access to amenity and recreation space.</i></li> </ul> <p>Having regard to these aims and objectives, the Framework Plan identifies specific public realm works, active travel measures, enhancement and reuse of existing community facilities, and addresses accessibility and connectivity throughout the Plan area.</p> <p>The strategy also aims to enhance walkability and promote sustainable transport modes, encouraging people to take a trip into the village either by walking or cycling.</p>
<p><i>Environmental problems relevant to the plan or programme</i></p>
<p>Environmental problems of greatest relevance to the Plan are as follows:</p> <ul style="list-style-type: none"> <li>• Impact on the protected sites (Natura 2000 sites) and species;</li> <li>• Impact on water quality;</li> <li>• Impact on air quality and noise;</li> <li>• Sustainable urban drainage solutions;</li> <li>• Impacts of climate change in form of flooding;</li> <li>• Improve permeability and connectivity to the village, train station and the canal and lack of active travel measures;</li> <li>• Shortfalls in the current provision of pedestrian and cycling facilities as well as any existing road safety issues.</li> </ul> <p>The above issues, including any strategic planning issues have been addressed within the Plan to provide for structured and balanced development in Clonsilla.</p>
<p><i>The relevance of the plan for the implementation of European Union legislation on the environment (e.g. plans linked to waste management or water protection)</i></p>
<p>The Plan is of relevance to the implementation of International / European Union legislation, particularly the following:</p> <ul style="list-style-type: none"> <li>• ‘United Nations’ Sustainability Development Goals (SDGs) as set out in the 2030 Agenda for Sustainable Development Transforming our World;</li> <li>• United Nations Convention on the Rights of Persons with Disabilities (UNCPRD);</li> <li>• UN (1992) The Convention on Biological Diversity (CBD);</li> <li>• Council of Europe (1996) The Pan-European Biological and Landscape Diversity Strategy;</li> <li>• Council of Europe (1996) The European Landscape Convention 2000;</li> <li>• EU Marine Strategy Framework Directive (MSFD);</li> <li>• EU The Marine Spatial Planning Directive (MSP);</li> <li>• EU Water Framework Directive (WFD);</li> <li>• Birds (2009/147/EC) and Habitats Directive (92/43/EEC);</li> <li>• EU Floods Directive;</li> <li>• EU Green Infrastructure Strategy.</li> </ul>

**Table 6.2:** Characteristics of the effects and of the area likely to be affected, having regard, in particular, to:

*The probability, duration, frequency and reversibility of the effects*

<p>The projects/ opportunities /actions of the Plan have been reviewed with regard to the potential for unintended negative environment effects and it is considered that there is no real likelihood of significant negative environmental effects occurring as result of the implementation of the Plan.</p> <p>The significance, duration, frequency and reversibility of effects will vary between the different projects/ opportunities /actions proposed and the aspects of the receiving environment affected.</p>
<p><i>The cumulative nature of the effects</i></p>
<p>The implementation of the Plan will result in the implementation of projects, opportunities and actions (refer to <a href="#">Appendix 1</a>) as set out in the Plan, all of which are likely to result in positive or neutral environmental effects. On the basis of information presented in previous sections it can be excluded that the implementation of the Plan, individually or in-combination with other plans or projects, will have a significant effect on the environment.</p>
<p><i>The trans-boundary nature of the effects</i></p>
<p>The area of relevance for the Framework Plan is localised to Clonsilla area. It is not located on or near any international boundary. No transboundary effects are predicted to occur.</p>
<p><i>The risks to human health or the environment (e.g. due to accidents)</i></p>
<p>There are no projects/ opportunities /actions set out in the Plan whose implementation would significantly increase the risk to human health or the environment (e.g. due to accidents) relative to the baseline. On the contrary, certain projects/ opportunities /actions of the Plan – particularly those around village centre and public realm improvements, increased permeability and connectivity, implementation of traffic management strategy to improve the use and safety of existing road infrastructure - may be expected to have positive effects for human health and to enhance climate resilience of the receiving environment in the Local Authority area, thereby reducing vulnerability to accidents and extreme events such as flooding, drought, storms and accidental pollution events.</p> <p>The SFRA has been prepared by McCloy Consulting (2024) in accordance with the OPW Guidelines and provides Stage 1 and 2 assessments of all sources of flood risk within the Plan Area. The report summarises that –</p> <p><i>‘No fluvial or coastal flood risk has been identified at the Plan Area. Therefore, in line with the OPW Guidelines and Fingal SFRA, the Plan Area is wholly located in Flood Zone C and is appropriate for development of any vulnerability classification (as defined in the OPW Guidelines).</i></p> <p><i>A precautionary approach should also be applied to flood risk management to reflect uncertainties in available flood data, risk assessment techniques, and climate change projections.’</i></p>
<p><i>The magnitude and spatial extent of the effects (geographical area and size of the population likely to be affected)</i></p>
<p>The adoption and implementation of the Plan is expected to contribute to the future development within the Clonsilla area. The extent of the geographical area is shown in <b>Figures 1.1 &amp; 4.1</b>.</p> <p>The population of the study area, according to the 2022 Census was 1,147 persons which represents an increase of 114 (11%) on the 2016 Census figure. The population of the combined catchment, i.e. Clonsilla, was 10,921 according to the 2022 Census. This represents an increase of 904 (9%) on the 2016 Census figure.</p>
<p><i>The value and vulnerability of the area likely to be affected due to:</i></p>



<i>(a) special natural characteristics or cultural heritage</i>
The natural environment and cultural heritage assets within and in close proximity to the study area are described in detail in Section 4.
<i>(b) exceeded environmental quality standards or limit values</i>
The implementation of the Plan is likely to result in sustainable future development within Clonsilla. No likely significant negative effects are predicted to occur in relation to any aspects of the environmental standards or limit values.
<i>(c) intensive land-use</i>
The implementation of the Plan is likely to result in the provision of high-quality public realm features and urban design, encourage sustainable transport, improve accessibility and permeability within the area. The Plan is not likely to give rise to any significant negative impacts in this regard, but rather will serve to address the existing pressures negatively affecting development in the area.
<i>The effects on areas or landscapes which have a recognised national, European Union or international protection status</i>
It is considered that the adoption and implementation of the Plan is likely to result in neutral or positive effects on such areas or landscapes.  An AA Screening Report is being prepared in respect of the Plan and it has concluded that there will be no impact on the integrity of any European sites as a result of implementing the Plan.

## 7 Public Consultation on the Draft Clonsilla Framework Plan and Adoption of the Clonsilla Framework Plan

The Draft Clonsilla Framework Plan went on public display from Wednesday 15<sup>th</sup> January 2025 to Friday 14<sup>th</sup> February 2025 (inclusive of both dates) at the Fingal County Council Offices at County Hall, Main Street, Swords, County Dublin, and at Blanchardstown Public Library, The Civic Centre, Blanchardstown Centre, Dublin 15, and on the County Council's online portal: <https://consult.fingal.ie/en/browse>.

In accordance with Article 9(5) of the SEA Regulations Fingal County Council also notified the Environmental Authorities that it was preparing the Plan and that it must decide whether the plan would or would not be likely to have significant effects on the environment.

A total of 336 no. submissions were received from members of the public and other interested parties in relation to the Draft Clonsilla Framework Plan during the public display period. In addition, a submission was received from the Environmental Protection Agency (EPA) in relation to the SEA. The Chief Executive prepared a report on the Submissions and Observations received on the Draft Clonsilla Framework Plan and made recommendations for proposed amendments. The recommended amendments were screened for SEA (and AA) and the CE's Report and associated screenings were circulated to the Members.

The CE's Report included recommendations for minor, non-material modifications to the Draft Plan as a result of the consultation process. The alterations were screened for the requirement for Appropriate Assessment and Strategic Environmental Assessment and no likely significant environmental effects were identified. Refer to **Table 7.1** below.

The Clonsilla Framework Plan, incorporating the recommended amendments, was subsequently adopted by the members of Fingal County Council.

## Clonsilla Framework Plan

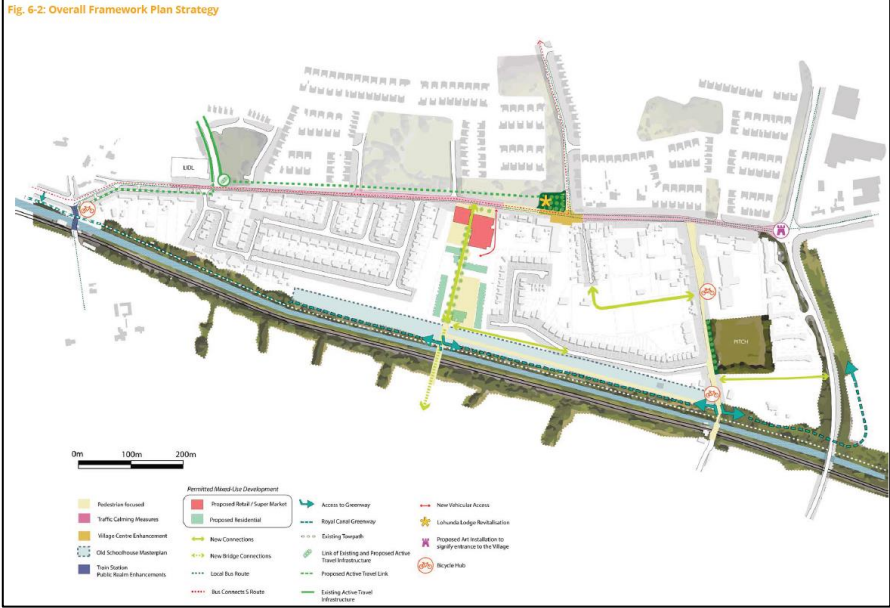
### SEA Screening Report


**Table 7.1 Screening of Recommended Amendments to the Draft Clonsilla Framework Plan for AA and SEA**

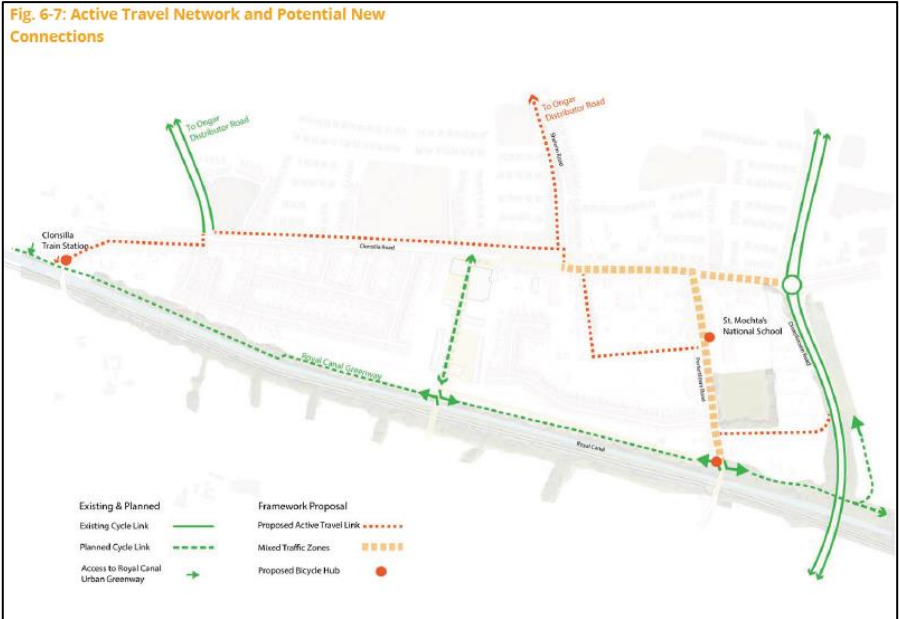
In this table, text deleted from the Draft Clonsilla Framework Plan is shown as ~~red strikethrough~~, while new text is shown as *green italic*.

Proposed Amendment	Outline Description	Screening for Appropriate Assessment (AA)	Screening for Strategic Environmental Assessment (SEA)
CE's Rec. (1)	<p>Chief Executive's Recommendation (1) – Section 2.3 'Objectives'</p> <p>It is recommended that Objective 9 on <u>page 4</u> of the Draft Framework Plan be amended as follows:</p> <p><b>Objective 9: Promote a High Quality of Life, Health and Wellbeing</b></p> <p>'To remain an attractive place to live and provide a high quality of life, Clonsilla needs to plan for inclusive and healthy communities through education, community and health facilities and access to amenity and recreation spaces. <i>All projects arising from the Plan shall be designed in a manner that ensures passive surveillance and deters anti-social behaviour, in accordance with relevant Development Plan policy.</i></p>	<p>The amendment provides for a minor positive addition to Objective 9 to address provision of passive surveillance for public safety.</p> <p>No likely significant environmental effects on European sites arise as a result of this amendment to the Plan. The requirement for Stage 2 AA is screened out.</p>	<p>The amendment provides for a minor positive addition to Objective 9 to address provision of passive surveillance for public safety.</p> <p>Having regard to the criteria set in Schedule 1 of S.I. No. 435 of 2004, as amended by S.I. No. 200 of 2011, no likely significant environmental effects arise as a result of this amendment to the Plan and the requirement for SEA is screened out.</p>
CE's Rec. (2)	<p>Chief Executive's Recommendation (2) – Section 3.4 'Natural and Built Heritage'</p> <p>It is recommended that the following text be included on <u>page 7</u> in Section 3.4.1 Natural Heritage of the Draft Framework Plan as follows:</p> <p><i>Clonsilla is also characterised by open space lands and mature trees of the former estate within the Castlefield development and at Lohunda Lodge and with hedgerows and trees along the northern side of Clonsilla Road and along the Royal Canal, which are important natural heritage assets and lend themselves to the overall character of the area.</i></p>	<p>The amendment provides for additional text to Section 3.4.1 of the Plan to highlight the importance of existing open space and mature trees within the Plan area that describes the overall character of the area.</p>	<p>The amendment provides for additional text to Section 3.4.1 of the Plan to highlight the importance of existing open space and mature trees within the Plan area that describes the overall character of the area.</p>

Proposed Amendment	Outline Description	Screening for Appropriate Assessment (AA)	Screening for Strategic Environmental Assessment (SEA)
		No likely significant environmental effects on European sites arise as a result of this amendment to the Plan. The requirement for Stage 2 AA is screened out.	Having regard to the criteria set in Schedule 1 of S.I. No. 435 of 2004, as amended by S.I. No. 200 of 2011, no likely significant environmental effects arise as a result of this amendment to the Plan and the requirement for SEA is screened out.
CE's Rec. (3)	<p>Chief Executive's Recommendation (3) – Section 5.2 'The Public Consultation Process'</p> <p>It is recommended that Chapter 5 'Consultation' of the Draft Framework Plan on page 19 be updated to take account of the overall consultation process including changes arising from the consideration of this Chief Executive's Report by Elected Members including any motions received.</p>	Amendment provides for clarification. No likely significant environmental effects on European sites arise as a result of updating the Plan with overall consultation process. The requirement for Stage 2 AA is screened out.	Amendment provides for clarification. Having regard to the criteria set in Schedule 1 of S.I. No. 435 of 2004, as amended by S.I. No. 200 of 2011, no likely significant environmental effects arise as a result of updating the Plan with overall consultation process and the requirement for SEA is screened out.
CE's Rec. (4)	<p>Chief Executive's Recommendation (4) – Figure 6.2 'Overall Framework Plan Strategy'</p> <p>It is recommended that a number of changes are made Fig 6-2 'Overall Framework Plan Strategy' on <u>page 26</u> of the Draft Framework Plan including the removal of:</p> <p><i>Investigate Removal of Barriers to Permeability</i></p>	This is a minor amendment to remove measures from the Figure 6-2 'Overall Framework Plan Strategy'.	This is a minor amendment to remove measures from the Figure 6.2 'Overall Framework Plan Strategy'.


Proposed Amendment	Outline Description	Screening for Appropriate Assessment (AA)	Screening for Strategic Environmental Assessment (SEA)
	<p><i><b>Traffic Management Measure</b></i></p> <p><i><b>Turning Facility</b></i></p> <p>The Figure 6.2 has been updated as follows:</p> <p><b>Fig 6-2: Overall Framework Plan Strategy</b></p> 	<p>No likely significant environmental effects on European sites arise as a result of this amendment to the Plan. The requirement for Stage 2 AA is screened out.</p>	<p>Having regard to the criteria set in Schedule 1 of S.I. No. 435 of 2004, as amended by S.I. No. 200 of 2011, no likely significant environmental effects arise as a result of this amendment to the Plan and the requirement for SEA is screened out.</p>
CE's Rec. (5)	<p>Chief Executive's Recommendation (5) – Figure 6.6 'Overall Traffic Management Strategy'</p> <p>It is recommended that Fig 6-6 Overall Traffic Management Strategy on page 30 of the Draft Clonsilla Framework Plan is amended to remove the Traffic Management Measure.</p> <p>The Figure 6.6 has been updated as follows:</p>	<p>This is a minor amendment to remove a proposed measure from the Figure 6-6 'Overall Traffic Management Strategy'.</p> <p>No likely significant environmental effects on European sites arise as a result of this amendment</p>	<p>This is a minor amendment to remove a proposed measure' from the Figure 6-6 'Overall Traffic Management Strategy'.</p> <p>Having regard to the criteria set in Schedule 1 of S.I. No. 435 of 2004, as</p>

Proposed Amendment	Outline Description	Screening for Appropriate Assessment (AA)	Screening for Strategic Environmental Assessment (SEA)
	<p>Fig. 6-6: Overall Traffic Management Strategy</p> 	<p>to the Plan. The requirement for Stage 2 AA is screened out.</p>	<p>amended by S.I. No. 200 of 2011, no likely significant environmental effects arise as a result of this amendment to the Plan and the requirement for SEA is screened out.</p>
<p>CE's Rec. (6)</p>	<p>Chief Executive's Recommendation (6) – Section 6.3 'Traffic Management Strategy'</p> <p>It is recommended that the following text is be deleted from Section 6.3.3 on <u>page 31</u> of the Plan:</p> <p><i>In order to improve overall levels of permeability in the residential areas to the south of Clonsilla Road (including Lambourne Avenue and Weaver's Wood), active consideration should also be given to addressing existing barriers to movement in this area.</i></p>	<p>This is a minor amendment to remove text.</p> <p>No likely significant environmental effects on European sites arise as a result of this amendment to the Plan. The requirement for Stage 2 AA is screened out.</p>	<p>This is a minor amendment to remove text.</p> <p>Having regard to the criteria set in Schedule 1 of S.I. No. 435 of 2004, as amended by S.I. No. 200 of 2011, no likely significant environmental effects arise as a result of this amendment change to the Plan and the requirement for SEA is screened out.</p>
<p>CE's Rec. (7)</p>	<p>Chief Executive's Recommendation (7)</p>	<p>This is a minor amendment to remove text in Figure 6-</p>	<p>This is a minor amendment to remove</p>

Proposed Amendment	Outline Description	Screening for Appropriate Assessment (AA)	Screening for Strategic Environmental Assessment (SEA)
	<p>It is recommended that Fig 6-7 'Active Travel Network and Potential New Connections' on <u>page 31</u> of the Draft Clonsilla Framework Plan is amended to remove the following text:</p> <p><i><b>Investigate Removing Barriers to Permeability</b></i></p> <p>The Figure 6.7 has been updated as follows:</p>  <p><b>Fig. 6-7: Active Travel Network and Potential New Connections</b></p> <p>Legend:</p> <ul style="list-style-type: none"> <li>Existing &amp; Planned: Existing Cycle Link (solid green line), Planned Cycle Link (dashed green line), Access to Royal Canal Urban Greenway (green arrow).</li> <li>Framework Proposal: Proposed Active Travel Link (dashed orange line), Mixed Traffic Zones (orange squares), Proposed Bicycle Hub (red dot).</li> </ul>	<p>7 'Active Travel Network and Potential New Connections'.</p> <p>No likely significant environmental effects on European sites arise as a result of this amendment to the Plan. The requirement for Stage 2 AA is screened out.</p>	<p>text in Figure 6-7 'Active Travel Network and Potential New Connections'.</p> <p>Having regard to the criteria set in Schedule 1 of S.I. No. 435 of 2004, as amended by S.I. No. 200 of 2011, no likely significant environmental effects arise as a result of this amendment to the Plan and the requirement for SEA is screened out.</p>
CE's Rec. (8)	<p>Chief Executive's Recommendation (8) – Section 7.2 'Key Project 1'</p> <p>It is recommended that additional text is added on <u>page 34</u>, paragraph 4 of the Draft Framework within Section 7.2.1 'Purpose of the Project' as follows:</p> <p><i>'Future use of the Lodge and proposed improvements to the associated open space should have regard to the importance of the structure as a heritage building of</i></p>	<p>This is an addition of text to <i>Section 7.2.1 Purpose of the Project</i> to address the existing mature trees near Lohunda Lodge.</p> <p>No likely significant environmental effects on</p>	<p>This is an addition of text to <i>Section 7.2.1 Purpose of the Project</i> to address the existing mature trees near Lohunda Lodge.</p> <p>Having regard to the criteria set in Schedule 1</p>

Proposed Amendment	Outline Description	Screening for Appropriate Assessment (AA)	Screening for Strategic Environmental Assessment (SEA)
	significance within Clonsilla, <u>its existing mature trees</u> and the requirements of the Fingal Development Plan.'	European sites arise as a result of this amendment in the Plan. The requirement for Stage 2 AA is screened out.	of S.I. No. 435 of 2004, as amended by S.I. No. 200 of 2011, no likely significant environmental effects arise as a result of this amendment in the Plan and the requirement for SEA is screened out.
CE's Rec. (9)	<p>Chief Executive's Recommendation (9) – Section 7.2 'Key Project 1'</p> <p>It is recommended that additional text is added on <u>page 34</u> of the Draft Framework Plan within Section 7.2.2 Project Features as follows:</p> <p><u>Ensure that all improvements will have full regard to any and all requirements relating to pedestrian and road user safety at this location.</u></p>	<p>This is an additional text to address pedestrian and road user safety.</p> <p>No likely significant environmental effects on European sites arise as a result of this text in the Plan. The requirement for Stage 2 AA is screened out.</p>	<p>This is additional text to address pedestrian and road user safety.</p> <p>Having regard to the criteria set in Schedule 1 of S.I. No. 435 of 2004, as amended by S.I. No. 200 of 2011, no likely significant environmental effects arise as a result of this text in the Plan and the requirement for SEA is screened out.</p>
CE's Rec. (10)	<p>Chief Executive's Recommendation (10) – Section 7.2 'Key Project 1'</p> <p>It is recommended that the text on <u>page 35</u>, Section 7.2.4 -Project Physical Changes of the Draft Framework Plan be amended as follows:</p> <p><del>2 Provides a Playground and Seating.</del> <u>2 Provides an Enhanced Public Realm Area</u></p>	<p>This is a minor change to text to address provision of enhanced public realm area.</p> <p>No likely significant environmental effects on European sites arise as a result of this amendment in</p>	<p>This is a minor change to text to address provision of enhanced public realm area.</p> <p>Having regard to the criteria set in Schedule 1 of S.I. No. 435 of 2004, as amended by S.I. No. 200</p>






Proposed Amendment	Outline Description	Screening for Appropriate Assessment (AA)	Screening for Strategic Environmental Assessment (SEA)
		the Plan. The requirement for Stage 2 AA is screened out.	of 2011, no likely significant environmental effects arise as a result of this amendment in the Plan and the requirement for SEA is screened out.
CE's Rec. (11)	<p>Chief Executive's Recommendation (11) – Figure 7.3 'Key Project 1'</p> <p>It is recommended that Fig 7.3 'Key Project 1 – Concept for the Redefined Village Centre on <u>page 35</u> of the Draft Framework Plan be amended to include all existing mature trees.</p> <p>The Figure 7.3 has been updated as follows:</p> <p><b>Fig. 7-3: Key Project 1 - Concept for the Redefined Village Centre</b></p> 	<p>This is a minor change to <i>Figure 7-3 Key Project 1</i> to include all existing mature trees.</p> <p>No likely significant environmental effects on European sites arise as a result of this amendment in the Plan. The requirement for Stage 2 AA is screened out.</p>	<p>This is a minor change to <i>Figure 7-3 Key Project 1</i> to include all existing mature trees.</p> <p>Having regard to the criteria set in Schedule 1 of S.I. No. 435 of 2004, as amended by S.I. No. 200 of 2011, no likely significant environmental effects arise as a result of this amendment in the Plan and the requirement for SEA is screened out.</p>
CE's Rec. (12)	<p>Chief Executive's Recommendation (12) – Figure 7.3 'Key Project 1'</p> <p>It is recommended that Fig. 7-5: CGI Image of Concept Design for the Redefined Village Centre be amended to include all existing mature trees.</p>	<p>This is a minor amendment to <i>Figure 7-5 CGI Image of Concept Design for the Redefined Village Centre</i> to</p>	<p>This is a minor amendment to <i>Figure 7-5 CGI Image of Concept Design for the Redefined</i></p>



Proposed Amendment	Outline Description	Screening for Appropriate Assessment (AA)	Screening for Strategic Environmental Assessment (SEA)
		<p>include all existing mature trees.</p> <p>No likely significant environmental effects on European sites arise as a result of this amendment in the Plan. The requirement for Stage 2 AA is screened out.</p>	<p><i>Village Centre</i> to include all existing mature trees.</p> <p>Having regard to the criteria set in Schedule 1 of S.I. No. 435 of 2004, as amended by S.I. No. 200 of 2011, no likely significant environmental effects arise as a result of this amendment in the Plan and the requirement for SEA is screened out.</p>
CE's Rec. (13)	<p>Chief Executive's Recommendation (13) – 'Key Project 3'</p> <p>It is recommended that additional text is added on <u>page 38</u> of the Draft Framework Plan within Section 7.4.2 Project Features as follows:</p> <p><u><i>Ensure that all improvements will have full regard to any and all requirements relating to pedestrian and road user safety at this location.</i></u></p>	<p>This is additional text to address pedestrian and road user safety.</p> <p>No likely significant environmental effects on European sites arise as a result of this amendment in the Plan. The requirement for Stage 2 AA is screened out.</p>	<p>This is additional text to address pedestrian and road user safety.</p> <p>Having regard to the criteria set in Schedule 1 of S.I. No. 435 of 2004, as amended by S.I. No. 200 of 2011, no likely significant environmental effects arise as a result of this amendment in the Plan and the requirement for SEA is screened out.</p>
CE's Rec. (14)	<p>Chief Executive's Recommendation (14) – Section 7.4 'Key Project 3'</p> <p>It is recommended that additional text is added on <u>page 38</u> of the Draft Framework Plan within Section 7.4.2 Project Features as follows,</p>	<p>This is a minor addition to Section 7.4.2 of the Plan to highlight the presence of existing trees and</p>	<p>This is a minor addition to Section 7.4.2 of the Plan to highlight the presence of existing trees and</p>

Proposed Amendment	Outline Description	Screening for Appropriate Assessment (AA)	Screening for Strategic Environmental Assessment (SEA)
	Retains and enhances the setting of significant trees <del>and</del> <u>and hedgerows and provides for the maintenance and improvement of the tree lined/vegetated area along the north of Clonsilla.</u>	hedgerows along the north of Clonsilla Road and provide for their maintenance and improvement.  No likely significant environmental effects on European sites arise as a result of this amendment in the Plan. The requirement for Stage 2 AA is screened out.	hedgerows along the north of Clonsilla Road and provide for their maintenance and improvement.  Having regard to the criteria set in Schedule 1 of S.I. No. 435 of 2004, as amended by S.I. No. 200 of 2011, no likely significant environmental effects arise as a result of this amendment in the Plan and the requirement for SEA is screened out.
CE's Rec. (15)	Chief Executive's Recommendation (15) – Section 7.5 'Key Project 4'  It is recommended that the text on <u>page 40</u> , Section 7.5.2 -Project Features of the Draft Framework Plan be amended as follows:  <i><del>Delivers a range of recreational spaces, both formal and informal that can be enjoyed by all ages of the community.</del></i>	This is a minor change to remove text.  No likely significant environmental effects on European sites arise as a result of this amendment in the Plan. The requirement for Stage 2 AA is screened out.	This is a minor change to remove text regarding recreational spaces.  Having regard to the criteria set in Schedule 1 of S.I. No. 435 of 2004, as amended by S.I. No. 200 of 2011, no likely significant environmental effects arise as a result of this amendment in the Plan and the requirement for SEA is screened out.

Proposed Amendment	Outline Description	Screening for Appropriate Assessment (AA)	Screening for Strategic Environmental Assessment (SEA)
CE's Rec. (16)	<p>Chief Executive's Recommendation (16) – Section 7.5 'Key Project 4'</p> <p>It is recommended that the text on <u>page 41</u>, Section 7.5.4 -Project Physical Changes of the Draft Framework Plan be amended as follows:</p> <p><del>2 Provides a playground</del> <u>2 Provides Public Realm Enhancements</u></p> <p><del>6 Provides a multigenerational space e.g. exercise machines</del> <u>6 Provides Public Realm Enhancements</u></p> <p>The adopted plan has been amended as follows:</p> <p><del>1. Provides paths that cross the park along desire lines from Castlefield Woods and Castlefield Park residential areas.</del></p> <p><del>2. Provides a playground.</del></p> <p><del>3.</del> <u>1.</u> Retains and enhance the natural landscape areas.</p> <p><del>4.</del> <u>2.</u> Incorporates the Active Travel Link, (see Key Project 3).</p> <p><del>5. Provides seating.</del></p> <p><del>6. Provides a multigenerational space e.g. exercise machines.</del></p> <p><u>3. Provides public realm enhancement.</u></p> <p>The accompanying Figure 7-23 has also been updated as follows:</p> 	<p>This is a minor change to address provision of enhanced public realm area.</p> <p>No likely significant environmental effects on European sites arise as a result of this amendment in the Plan. The requirement for Stage 2 AA is screened out.</p>	<p>This is a minor change to address provision of enhanced public realm area.</p> <p>Having regard to the criteria set in Schedule 1 of S.I. No. 435 of 2004, as amended by S.I. No. 200 of 2011, no likely significant environmental effects arise as a result of this amendment in the Plan and the requirement for SEA is screened out.</p>

Proposed Amendment	Outline Description	Screening for Appropriate Assessment (AA)	Screening for Strategic Environmental Assessment (SEA)
CE's Rec. (17)	<p>Chief Executive's Recommendation (17) – Section 7.5 'Key Project 4'</p> <p>Having regard to the above, it is recommended that Fig. 7-25 on <b>page 41</b> of the Draft Plan is deleted.</p> <p>Figure 7-24 and 7-25 have been replaced as follows:</p> <div style="display: flex; justify-content: space-around;"> <div style="text-align: center;"> <p><b>Fig. 7-24: Castlefield Park</b></p>  </div> <div style="text-align: center;"> <p><b>Fig. 7-25: Open Space at Clonsilla Link Road</b></p>  </div> </div>	<p>This is a minor change to remove Fig 7-25.</p> <p>No likely significant environmental effects on European sites arise as a result of this amendment in the Plan. The requirement for Stage 2 AA is screened out.</p>	<p>This is a minor change to remove Fig 7-25.</p> <p>Having regard to the criteria set in Schedule 1 of S.I. No. 435 of 2004, as amended by S.I. No. 200 of 2011, no likely significant environmental effects arise as a result of this amendment in the Plan and the requirement for SEA is screened out.</p>
CE's Rec. (18)	<p>Chief Executive's Recommendation (18) – Table 8-1 Schedule of Actions Gateway</p> <p>It is recommended that Table 8-1 Schedule of Actions Gateway on <b>page 52</b> of the Draft Plan be amended to remove the row relating to <b>Potential New Connections</b>.</p> <p>Table 8-1 has been updated as follows:</p>	<p>This is a minor change to remove text.</p> <p>No likely significant environmental effects on European sites arise as a result of this amendment change to the Plan. The requirement for Stage 2 AA is screened out.</p>	<p>This is a minor change to remove text.</p> <p>Having regard to the criteria set in Schedule 1 of S.I. No. 435 of 2004, as amended by S.I. No. 200 of 2011, no likely significant environmental effects arise as a result of this amendment change to the Plan and the requirement for SEA is screened out.</p>

# Clonsilla Framework Plan

## SEA Screening Report

Proposed Amendment	Outline Description	Screening for Appropriate Assessment (AA)	Screening for Strategic Environmental Assessment (SEA)																																																																																		
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URDF, Local Enhancement Programme	Medium Term	Seek consent through relevant consent process	Review available funding, prepare and submit application(s)	Clonsilla Road Traffic Management	Undertake a Transport Appraisal as appropriate	FCC	NTA, Local Residents, Local Community, Local Businesses.	Active Travel Investment Grant	Medium Term	Prepare detailed drawings	Seek consent through relevant consent process	Clonsilla Active Travel Link	Review available funding, prepare and submit application(s)	FCC	NTA, Local Residents, Local Community, Private Landowners.	Active Travel Investment Grant	Medium - Long Term	Undertake a Transport Appraisal as appropriate	Prepare detailed drawings	Castlefield Park	Seek consent through relevant consent process	FCC	Local Residents, Private Landowners, Local Community.	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## 8 Recommendation on Requirement for SEA

The *Clonsilla Framework Plan* is a non-statutory land use plan. The Plan sets out actions under eight key projects for implementation over the stated plan period.

As a non-statutory land use plan, the Plan has being screened for the requirement for SEA under the requirements of S.I. No. 435 of 2004, as amended by S.I. No. 200 of 2011. The Plan has been considered in respect of the SEA screening criteria set out in Schedule 1 of S.I. No. 435 of 2004, as amended by S.I. No. 200 of 2011, and the findings are set out in [Section 6 & Appendix 1](#) of this report. It is considered, on the basis of this exercise, that the implementation of the Plan has no real likelihood of having likely significant negative effects on the environment.

On the contrary, the implementation of the Clonsilla Framework Plan will guide future development within the Clonsilla area to create a vibrant and sustainable town core which will support and encourage economic, social and cultural development and provide an attractive, high-quality environment for existing and future residents.

During the preparation of the Draft Plan, Fingal County Council notified the Environmental Authorities in accordance with Article 9(5) of the above Regulations, that it is preparing the Plan and that it must decide whether the plan would or would not be likely to have significant effects on the environment.

Having regard to the submissions and observations received on the Draft Plan, including from the Environmental authorities, it is recommended that the competent authority reach a determination that the **Clonsilla Framework Plan is not likely to have significant negative effects on the environment and, therefore, that SEA is not required.**

In accordance with Article 9(7) of S.I. 435 of 2004, as amended by S.I. 200 of 2011, Fingal County Council will notify the SEA environmental authorities of its Determination that SEA is not required and place a copy of its Determination on public display together with this SEA Screening Report and associated documentation relating to the *Clonsilla Framework Plan*.

## 9 References

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Environment Director General of the European Commission (2003). *Implementation of Directive 2001/42 on the Assessment of the Effects of Certain Plans and Programmes on the Environment*.

EPA (2024a). *EPA Maps*.

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EPA (2003). *Development of Strategic Environmental Assessment (SEA) Methodologies for Plans and Programmes in Ireland – Synthesis Report*.

*European Communities (Environmental Assessment of Certain Plans and Programmes) Regulations 2004 (S.I. No. 435/2004).*

*European Communities (Environmental Assessment of Certain Plans and Programmes) (Amendment) Regulations 2011 (S.I. No. 200/2011).*

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Government of Ireland (2004). *Implementation of SEA Directive (2001/42/EC): Assessment of the Effects of Certain Plans and Programmes on the Environment – Guidelines for Regional Authorities and Planning Authorities*.

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OPW (2009). *The Planning System and Flood Risk Management – Guidelines for Planning Authorities*.

*Planning and Development Act 2000, as amended.*

*Planning and Development Regulations 2001, as amended.*

*Planning and Development (Strategic Environmental Assessment) (Amendment) Regulations 2004 (S.I. 201/2011).*

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University College Dublin, AIRO, EPA, OSi, OPR & Geohive (2022). *ESM Webtool*.

Appendix 1:

Table A1      Screening of the List of Projects/Actions (Draft Plan Stage)

## Clonsilla Framework Plan

### SEA Screening Report

Project	Actions	Potential for environmental impact	Mitigation Required?
<b>KEY PROJECTS</b>			
<b>Key Project 1 - A Redefined Village Centre</b>	<ol style="list-style-type: none"> <li>1. Integrates this public recreational space with the active travel link (Key Project 3).</li> <li>2. Provides a playground and seating.</li> <li>3. Removes the existing railings.</li> <li>4. Redefines the green space as a multi-use space that can accommodate social gatherings e.g. farmers markets.</li> <li>5. Implements junction tightening and introduces surface/textural changes across the junction (see also Key Project 2).</li> <li>6. Revises the car parking arrangements to the front of the commercial units.</li> <li>7. Rationalises or relocates the existing bollards, railings, wirescape and lampposts where possible while ensuring the area is well lit at night.</li> </ol>	No likely significant negative environmental effects or positive effects.	No
<b>Key Project 2 – Clonsilla Road Traffic Management</b>	<ol style="list-style-type: none"> <li>1. Implements directional signage on the west side of Clonsilla Link Road and on the east side of Shelerin Road which redirects through traffic onto the Ongar Distributor Road, whilst signposting local services along Clonsilla Road.</li> <li>2. Implements traffic management measures to the west of the village centre, to discourage through traffic on Clonsilla Road, whilst prioritising the needs of bus services along this route.</li> <li>3. Provides additional traffic calming measures on Clonsilla Road in the form of surface treatment changes, junction tightening and road narrowing to help maintain consistently lower traffic speeds.</li> <li>4. Delivers additional raised crossings on Clonsilla Road at desired locations, for example at parks and bus stops, to slow traffic and prioritise pedestrian movements at key desire lines.</li> </ol>	No likely significant negative environmental effects or positive effects.	No

## Clonsilla Framework Plan

### SEA Screening Report

Project	Actions	Potential for environmental impact	Mitigation Required?
<b>Key Project 3 – Clonsilla Active Travel Link</b>	<ol style="list-style-type: none"> <li>Between Clonsilla train station and the junction of Weavers Walk, segregates the active travel link from Clonsilla Road traffic via the existing link to the north of Larch Grove residential properties, or if deemed appropriate, via a new segregated link within the green verge space on the south side of Clonsilla Road.</li> <li>Provide a crossing point on Clonsilla Road to the east of Weavers Walk, connecting to the existing active travel infrastructure on Clonsilla Link Road.</li> <li>Provides an active travel link immediately north of Clonsilla Road through existing open areas to the proposed public recreational space at the junction with Shelerin Road, retaining the existing mature trees and undertaking work for the maintenance and improvement of the tree lined/vegetated area along the north of Clonsilla Road.</li> <li>At the eastern end of the link adjacent to Lohunda Lodge, provides an active travel crossing on Clonsilla Road to enable cyclist to cross from the active travel link to the village centre or join the calmed section of Clonsilla Road as set out in the Eastern Gateway (Key Project 6).</li> </ol>	No likely significant negative environmental effects or positive effects.	No
<b>Key Project 4 – Castlefield Park</b>	<ol style="list-style-type: none"> <li>Provides paths that cross the park along desire lines from Castlefield Woods and Castlefield Park residential areas.</li> <li>Provides a playground.</li> <li>Retains and enhance the natural landscape areas.</li> <li>Incorporates the Active Travel Link, (see Key Project 3).</li> <li>Provides seating.</li> <li>Provides a multigenerational space e.g. exercise machines.</li> </ol>	No likely significant negative environmental effects or positive effects.	No
<b>Key Project 5 – Clonsilla Road Western Gateway</b>	<ol style="list-style-type: none"> <li>Uses high-quality materials to create an attractive public realm arrival space as part of the Dart + West project delivery.</li> <li>Provides formal and secure bicycle docking and storage facilities.</li> <li>Provides signage as part of the heritage interpretation for Clonsilla</li> </ol> <p>Note: The layout relating to the DART + West works is indicative based on available information and will be subject to final detailed design by the NTA and Irish Rail.</p>	No likely significant negative environmental effects or positive effects.	No



## Clonsilla Framework Plan

### SEA Screening Report

Project	Actions	Potential for environmental impact	Mitigation Required?
<b>Key Project 6 – Clonsilla Road Eastern Gateway</b>	<p>1. On Eastern side of Shelerin Road junction provides enhanced controlled active travel crossing in keeping with the National Cycle Manual standards to guide cyclists travelling on Shelerin Road or starting their journey from the village centre onto the mixed- use street section of Clonsilla Road.</p> <p>2. Creates a calmed environment on Clonsilla Road to enable cyclist to share the carriageway in a central position with traffic. Shared environment to be achieved through narrowing of the carriageway, removal of central lane markings, introduction of textural surface treatments and enhanced landscaping to visually reduce sightlines.</p> <p>3. Creates an enhanced School Zone in front of the St Mochta's National School to prioritise pedestrian and cycle access and improve bus set down for school and public services. Visibility of school entrance to be enhanced through signposting and placemaking.</p> <p>4. In keeping with the guiding principles set out in the National Cycle Manual, the entrance to the Diswellstown roundabout on the Clonsilla Road is to be amended to reduce traffic speeds and create an enhanced environment for pedestrians and cyclists on approach to the school.</p>	No likely significant negative environmental effects or positive effects.	No
<b>Key Project 7 – Porterstown Road</b>	<p>1. Provides a controlled raised crossing on Porterstown Road to facilitate access to Clonsilla including for children accessing St. Mochta's National School.</p> <p>2. Facilitates the potential delivery of a mixed-traffic zone.</p> <p>3. Protects and preserves the existing historic water pump.</p>	No likely significant negative environmental effects or positive effects.	No
<b>Key Project 8 – Wayfinding</b>	Provides sensitively designed and sited signage in accordance with Fingal County Council signage guidance at each key project location where appropriate.	No likely significant negative environmental effects or positive effects.	No



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