Inspector's Report
ACP 323851-25

Development	Proposed construction of the Celbridge to Hazelhatch Link Mobility Corridor
Location	The corridor commences at a new junction on the R403 Clane Road and connects with the Hazelhatch and Celbridge train station
Local Authority	Kildare County Council
Type of Application	Application for approval made under Section 177(AE) of the Planning and Development Act, 2000 (local authority development requiring appropriate assessment).
Prescribed Bodies	Transport Infrastructure Ireland (TII) Inland Fisheries Ireland (IFI) The Land Development Agency (LDA)
Observer(s)	Celbridge Community Council, Celbridge Estates Limited, Celbridge Heritage and Tourism Forum, H2 Properties Unlimited, John O Neill.
Date of Site Inspection	16th March 2026
Inspector	Donogh O'Donoghue

Contents

1.0 Introduction

1.1. Kildare County Council is seeking approval from An Coimisiun Pleanála to undertake the construction of the Celbridge to Hazelhatch Mobility Corridor. The proposed development consists of approximately 2km of single carriageway with cycle path and footpath from a proposed junction on the R403 Clane Road to the R405 Hazelhatch Road and continuing the last 0.275km south along the R405 to Loughlinstown Road roundabout near Hazelhatch and Celbridge Train Station. The site is not covered by any sensitive natural heritage designations, however the proposed scheme traverses the River Liffey which has connectivity with Dublin Bay. Dublin bay is home to a number of European sites including the North Dublin Bay SAC, South Dublin Bay SAC, and the South Dublin Bay and River Tolka Estuary SPA. There are several other designated European sites (SPAs and SACs) within and in proximity to Dublin Bay (see further analysis below). A Natura Impact Statement (NIS) and application under Section 177AE was lodged by the Local Authority on the basis of the proposed development's likely significant effect on European sites.

1.2. Section 177AE of the Planning and Development act 2000 (as amended) requires that where an appropriate assessment is required in respect of development by a local authority, the authority shall prepare an NIS and the development shall not be carried out unless the Commission has approved the development with or without modifications. Furthermore, Section 177V of the Planning and Development Act 2000 (as amended) requires that the appropriate assessment shall include a determination by the Commission as to whether or not the proposed development would adversely affect the integrity of a European site and the appropriate assessment shall be carried out by the Commission before consent is given for the proposed development.

1.3. The associated compulsory purchase of the lands required for the construction of the proposed development is considered under ACP Ref 323853-25 and should be read in conjunction with this report

1.4. **Oral Hearing Request -** No Oral Hearing was held in relation to the application as per the Commissions Direction, CD-022172-26, dated 13th May 2026. The Commission decided, as recommended by the inspector, that there was sufficient evidence on file to enable an assessment of issues raised, and therefore an Oral Hearing should not be held.

2.0 Proposed Development

2.1. The proposed local authority development is approximately 2km long, beginning at a proposed junction with Clane Road and routing in a south easterly direction through predominantly greenfield lands until it joins the existing R405 Hazelhatch Road, before terminating at the existing Loughlinstown Road Roundabout near Hazelhatch and Celbridge Train Station. The route also includes proposed junctions with Newtown Road, Simmonstown Manor Road and R405 Hazelhatch Road. A new bridge crossing over the River Liffey is also proposed, located approximately 200m south of the beginning of the route at Clane Road. The proposed bridge is a single span structure and no works will be required within the river channel.

2.2. The route includes dedicated cycle and pedestrian infrastructure on the entire length of the route. 2.0m wide one-way cycle tracks and 2.0m wide footpaths are proposed on both sides of the road. The portion of the route between the Hazelhatch Road junction and Loughlinstown Road roundabout includes a 2.0m wide footpath and 3.0m wide two-way cycleway on the southern side of the road only due to space restrictions and desire line requirements.

2.3. **Accompanying documents:**

1. Section 177AE and CPO Planning
2. AA Screening Report and Natura Impact Statement
3. Environmental Impact Assessment Screening Report
4. Environmental Report
5. Flood Risk Assessment
6. Outline Construction Environmental Management Plan (CEMP)
7. Notification to Prescribed Bodies
8. Copies of Public Notices
9. Maps and Drawings

3.0 Site and Location

3.1. The project is situated in the southwest of Celbridge, Co Kildare. Celbridge is located on the River Liffey in northern Kildare. The northern and southern sections of the town are divided by the River Liffey and connected by an existing narrow two-lane stone masonry bridge dating from between 1780 and 1820 and listed as a Protected Structure (B11-103, NIAH 11805054).

3.2. Celbridge is served by commuter rail at Hazelhatch and Celbridge Train Station approximately 3km to the south of the town centre. The current rail service provides a connection to Dublin City Centre with capacity of circa 5,000 passengers per hour per direction and this is to significantly increase with the delivery of DART+ South West. The applicant sets out that current poor access to Hazelhatch and Celbridge Train Station and the lack of high-quality cycling/pedestrian facilities along the existing route appear to hinder the attractiveness of train services for commuters, particularly for residents living north of the river.

4.0 Planning History

4.1. ABP 316119-23 – Railway Order granted by An Bord Pleanala in October 2024 for the DART + South West project which consists of the electrification of the existing Cork Mainline from Hazelhatch & Celbridge Station to Heuston Station, and to Glasnevin Junction via the Phoenix Park Tunnel Branch Line. The project extent ties into the existing track at Glasnevin Junction and interfaces with the DART+ West Project (permitted under ABP 314232-22) with the latter continuing to the Dublin Docklands area (Spencer Dock and Grand Canal Dock).

4.2. 26/60521 – There is a current planning application by H2 Properties Unlimited at their petrol filling station and convenience shop on the Clane road for the construction of a single storey extension to existing convenience shop, reallocation of existing car wash and all associated works. The application was submitted to Kildare County Council on the 18th May 2026 and has a decision date of the 12th July 2026.

4.3. No other relevant planning history in area.

5.0 Legislative and Policy Context

5.1. **The EU Habitats Directive (92/43/EEC):** This Directive deals with the Conservation of Natural Habitats and of Wild Fauna and Flora throughout the European Union. Article 6(3) and 6(4) require an appropriate assessment of the likely significant effects of a proposed development on its own and in combination with other plans and projects which may have an effect on a European Site (SAC or SPA).

5.2. **European Communities (Birds and Natural Habitats) Regulations 2011:** These Regulations consolidate the European Communities (Natural Habitats) Regulations 1997 to 2005 and the European Communities (Birds and Natural Habitats) (Control of Recreational Activities) Regulations 2010, as well as addressing transposition failures identified in CJEU judgements. The Regulations in particular require in Reg 42(21) that where an appropriate assessment has already been carried out by a 'first' public authority for the same project (under a separate code of legislation) then a 'second' public authority considering that project for appropriate assessment under its own code of legislation is required to take account of the appropriate assessment of the first authority.

5.3. **National nature conservation designations:** The Department of Culture, Heritage and the Gaeltacht and the National Parks and Wildlife Service are responsible for the designation of conservation sites throughout the country. The three main types of designation are Natural Heritage Areas (NHA), Special Areas of Conservation (SACs) and Special Protection Areas (SPAs) and the latter two form part of the European Natura 2000 Network.

5.4. The closest nationally designated site for nature conservation to the proposed scheme is the Grand Canal pNHA (site code 002103), located approximately 680m to the south-east.

5.5. European sites located in proximity to the subject site include:

- Rye Water Valley/Carton SAC (Site code: 001398)
- North Dublin Bay SAC, (Site code: 000206)
- South Dublin Bay SAC, (Site code: 000210)
- South Dublin Bay and River Tolka Estuary SPA (Site code: 004024)
- North Bull Island SPA (Site code: 004006)

- North-West Irish Sea SPA (Site code: 004236)
- Rockabill to Dalkey Island SAC (Site code: 003000)
- Dalkey Islands SPA (Site code: 004172)
- Howth Head Coast SPA (Site code: 004113)

5.6. **Planning and Development Acts 2000 (as amended):** Part XAB sets out the requirements for the appropriate assessment of developments which could have an effect on a European site or its conservation objectives.

- 177(AE) sets out the requirements for the appropriate assessment of developments carried out by or on behalf of local authorities.
- Section 177(AE) (1) requires a local authority to prepare, or cause to be prepared, a Natura impact statement in respect of the proposed development.
- Section 177(AE) (2) states that a proposed development in respect of which an appropriate assessment is required shall not be carried out unless the Commission has approved it with or without modifications.
- Section 177(AE) (3) states that where a Natura impact assessment has been prepared pursuant to subsection (1), the local authority shall apply to the Commission for approval and the provisions of Part XAB shall apply to the carrying out of the appropriate assessment.
- Section 177(V) (3) states that a competent authority shall give consent for a proposed development only after having determined that the proposed development shall not adversely affect the integrity of a European site.
- Section 177AE (6) (a) states that before making a decision in respect of a proposed development the Commission shall consider the NIS, any submissions or observations received and any other information relating to:
    - The likely effects on the environment.
    - The likely consequences for the proper planning and sustainable development of the area.
    - The likely significant effects on a European site.

5.7. **Policy and Guidelines of Relevance**

5.7.1. **The Paris Agreement** - The Paris Agreement central aim is to strengthen the global response to the threat of climate change by keeping a global temperature rise this century well below 2 degrees Celsius above pre-industrial levels and to pursue efforts to limit the temperature increase even further to 1.5 degrees Celsius. Additionally, the agreement aims to strengthen the ability of countries to deal with the impacts of climate change.

European

5.7.2. **European Union – TEN-T Core and Comprehensive Network** - The TEN-T network is a Trans-European Network that connects the continent between east and west, north and south. The policy is to "close the gaps" between member states' transport networks by removing bottlenecks and building missing links etc. It seeks to upgrade infrastructure and streamline cross-border transport operations for passengers and business throughout the EU. It is also an objective to improve connections between different modes of transport and to contribute to the EU's climate change objectives.

National

5.7.3. **National Planning Framework – First Revision, April 2025 -** This Plan sets out a high-level strategic plan for shaping future growth and development to 2040. It seeks to develop a region-focused strategy to manage growth and environmentally focused planning at a local level. It is a framework to guide public and private investment, to create and promote opportunities and to protect and enhance the Irish environment. The NPF creates a shared set of goals for every community across the country which are expressed as 10 no. National Strategic Outcomes (NSO). The proposal directly supports a number of these outcomes including NSO 1: Compact Growth, NSO 2: Enhanced Regional Accessibility, NSO 4: Sustainable Mobility and NSO 8: Transition to a Carbon Neutral and Climate Resilient Society.

5.7.4. **National Development Plan -** This Plan underpins the National Planning Framework - First Revision, April 2025. It contains several priorities which include investment in transport and regional growth potential. The proposed development will enhance the connectivity to the Hazelhatch and Cellbridge train station which is part of the proposed DART+ South West project.

5.7.5. **National Investment Framework for Transport in Ireland 2021 –** This is the Department of Transport's high-level strategic framework for future investment in the land transport network. One of the key challenges identified within this document relates to transport and the ability to maintain existing transport infrastructure whilst ensuring resilience of the most strategically important parts of the network. Population projections are expected to increase into the future and a consistent issue identified within the Greater Dublin Area is congestion. Given space constraints, urban congestion will primarily have to be addressed by encouraging modal shift to sustainable modes. The framework priorities identify the types of transport interventions that will be given precedence under the framework. These include decarbonisation, protection and renewal of public realm, modal shift to sustainable forms of travel as well as modal hierarchy. The proposed scheme is in accordance with these priorities.

5.7.6. **Smarter Travel – A Sustainable Transport Future: A New Transport Policy for Ireland 2009 – 2020 -** This is a government document that was prepared in the context of unsustainable transport and travel trends in Ireland. The overall vision set out in this policy document is to achieve a sustainable transport system in Ireland by 2020. To achieve this the government set out 5 key goals:

(i) to reduce overall travel demand,

(ii) to maximise the efficiency of the transport network,

(iii) to reduce reliance on fossil fuels,

(iv) to reduce transport emissions, and

(v) to improve accessibility to transport. To achieve these goals and to ensure that we have sustainable travel and transport by 2020, the Government sets targets, which include the following:

• 500,000 more people will take alternative means to commute to work to the extent that the total share of car commuting will drop from 65% to 45%

• Alternatives such as walking, cycling and public transport will be supported and provided to the extent that these will rise to 55% of total commuter journeys to work.

5.7.7. **National Sustainable Mobility Policy, 2022 -** The purpose of this document is to set out a strategic framework to 2030 for active travel and public transport to support Ireland's overall requirement to achieve a 51% reduction in carbon emissions by the end of this decade. A key objective of the document is to improve mobility safety and to take a whole of journey approach to mobility, promoting inclusive access for all.

5.7.8. **Climate Action Plan 2024 ("CAP24") and 2025 ("CAP25") -** The Climate Action Plan 2025 builds upon the Climate Action Plan 2024 (CAP 24) by refining and updating the measures and actions required to deliver the carbon budgets and sectoral emissions ceilings and it should be read in conjunction with CAP 24. References to CAP 25 in this report therefore also includes recognition of CAP 24.

As part of its functions, the Commission must, in so far as practicable, perform its functions in a manner that is consistent with the most recently approved climate action plan, most recently approved national long term climate action strategy, national adaptation framework, sectoral plans, furtherance of national climate objective and the objective of mitigating greenhouse gas emissions and adapting to the effects of climate change in the State [section 15(1) of the Climate Action and Low Carbon Development Act 2015 (as amended)]. The Climate Action Plan is prepared in accordance with the Climate Action and Low Carbon Development (Amendment) Act 2021. Under the Plan, targets include for a 20% reduction in total vehicle kilometres and significant increases to sustainable transport trips.

5.7.9. **National Biodiversity Action Plan 2023-2030** - The National Biodiversity Action Plan (NBAP) sets the national biodiversity agenda and aims to deliver transformative changes required to the ways in which we value and protect nature. The Wildlife (Amendment) Act 2023 introduced a new public sector duty on biodiversity. The legislation provides that every public body, as listed in the Act, is obliged to have regard to the objectives and targets in the NBAP.

5.7.10. **Water Action Plan 2024** - The Water Action Plan flows from the EU Water Framework Directive 2000/60/EC and its aim is to ensure that Ireland's natural waters are sustainably managed and that freshwater resources are protected to maintain and improve Ireland's water environment.

Regional

5.7.11. **Regional Spatial and Economic Strategy for the Eastern and Midlands Region -** The Strategy sets out 16 Regional Strategic Outcomes (RSOs), which are aligned with international, EU and national policy and which in turn set the framework for city and county development plans.

- RSO 6 of the RSES seeks to promote the best use of transport infrastructure and achieve better integration between land use and transportation planning.
- Section 5.6 sets out key transport infrastructure investments in the metropolitan area which include the DART Expansion Programme and the provision of electrified services on the Celbridge-Hazelhatch line.
- The Regional Planning Objectives (RPOs) include RPO 5.3 - Future development in the Dublin Metropolitan Area shall be planned and designed in a manner that facilitates sustainable travel patterns, with a particular focus on increasing the share of active modes (walking and cycling) and public transport use and creating a safe attractive street environment for pedestrians and cyclists.

5.7.12. **Transport Strategy for the Greater Dublin Area, 2022-2042 –** This strategy provides a framework for the planning and delivery of transport infrastructure and services in the GDA until 2042. It prioritises active and public transport but does recognise the need for enhanced road infrastructure in certain circumstances such as public transport provision and traffic management or demand management measures.

5.7.13. **Greater Dublin Area Cycle Network Plan 2022** - As part of the Transport Strategy for the GDA, a Cycle Network Plan (CNP) was prepared. Celbridge is included in the Cycle Network Plan which sets out a vision for the development of the cycle network in the town over the coming years.

Local Planning Policy

5.7.14. Introduction

This application is prepared in the context of the proposed site being governed and regulated by the policies of the Kildare County Development Plan 2023 -2029 and the Celbridge Local Area Plan 2017-2023.

However, I note that the Celbridge LAP 2017-2023 was not replaced or extended and has subsequently expired. I refer the Commission to the section below on the 'Status

of the Celbridge Local Area Pan.' Therefore, the Kildare County Development Plan 2023 – 2029 is the current statutory plan for County Kildare, including Celbridge. The Kildare County Development Plan 2023 – 2029 does not include a zoning map for Celbridge.

5.7.15. **Kildare County Development Plan 2023-2029** - Key strategic objectives in the plan include:

5.7.15.1. Chapter 2 – 'Core Strategy & Settlement Strategy' indicates that Celbridge is a 'Self-Sustaining Growth Town' located on a Multi-Modal Transport Corridor as per Map Ref: V1-2.1.

5.7.15.2. Self-Sustaining Towns are described as having 'High levels of population growth and a weak employment base'

5.7.15.3. Objective CS 09 states, it is an objective of the Council to 'Review and prepare on an ongoing basis a portfolio of Local Area Plans (LAPs) for the mandatory LAP settlements (and environs, where appropriate) of Naas, Maynooth, Newbridge, Leixlip, Kildare, Athy, Celbridge, Kilcock, Monasterevin, Sallins, Clane and Kilcullen in accordance with the objectives of the County Development Plan and all relevant Section 28 Ministerial Guidelines.'

5.7.15.4. Chapter 5 Sustainable Mobility and Transport details a number of road/ sustainable transport schemes, the following is relevant to the proposed development - a second River Crossing is proposed from the R403 Clane Road to Hazelhatch Train Station.

5.7.15.5. Objective TM O66 states that it is an objective of KCC to: "Secure the implementation of the Priority Road and Bridge Projects and the Regional Roads Identified for Improvement (Table 5.4 and 5.5, refer) and maintain corridors free from development to facilitate future roads, cycle facilities and other transport infrastructure improvement identified within this Plan and Local Area Plans."

Table 5.4 – Priority Roads and Bridge Projects in the development plan identifies '(G) A second river crossing in Celbridge,' from the 'R403 Clane Road to the Hazelhatch Train Station.'

5.7.15.6. In addition, there are various policies & objectives in Chapter 5 Sustainable Mobility and Transport that deal with accessibility, movement, roads, and prioritising walking, cycling and public transport (TM P1, TM P2, TM P3, TM P4, TM P8, TM P9).

5.7.15.7. Infrastructure and Environmental Services - various policies & objectives in chapter 6 deal with flood risk management the following is relevant to the proposed development.

5.7.15.8. Objective IN O33 states that it is an objective of KCC to manage flood risk in the county in accordance with the sequential approach and requirements of the Planning System and Flood Risk Management Guidelines for Planning Authorities, DECLG and OPW (2009) and circular PL02/2014 (August 2014), when preparing plans, programmes, and assessing development proposals. To require, for lands identified in the Strategic Flood Risk Assessment, a site-specific Flood Risk Assessment to an appropriate level of detail, addressing all potential sources of flood risk, demonstrating compliance with the Guidelines or any updated version of these guidelines, paying particular attention to avoidance of known flood risk, residual flood risks and any proposed site-specific flood management measures.

5.7.15.9. Objective IN O36 states that it is an objective of KCC to require that development along urban watercourses comply with the Inland Fisheries Ireland Guidance: Planning for Watercourses in the Urban Environment (2020), including the maintenance of a minimum riparian zone of 35 metres for river channels greater than 10 meters in width, and 20 meters for river channels less than 10 metres in width. Development within this zone will only be considered for water compatible developments as defined in the OPW Planning System and Flood Risk Management Guidelines for Planning Authorities (2009).

5.7.15.10. Biodiversity and Green Infrastructure : various policies & objectives deal with the conservation, protection & enhancement of the natural environment, including European & Nationally designated sites (BI P2, BI O9, BI O10, BI O14, BI O26, BI O27, BI O28, BI O29, BI O30, BI O32).

5.7.16. **Kildare Local Authority Climate Action Plan 2024-2029 -** The Kildare Local Authority Climate Action Plan (LACAP) 2024-2029 aims to transition the county to a sustainable, low-carbon, and climate-resilient economy by 2050, aligning with national targets to reduce greenhouse gas emissions by 51% by 2030. The plan embraces the principle and need to enable citizens to move away from private car journeys to more sustainable transport modes to help achieve the national targets for transport emissions**.**

5.7.17. **Celbridge Local Area Plan 2017-2023 (expired)**

5.7.17.1. The LAP includes the following strategic aim:

- To enhance the existing transport network by increasing permeability and connectivity for pedestrians, cyclists and vehicles, in order to enable access to key land uses such as community facilities, public transport nodes and the town centre, as well as the crossing of the River Liffey.

5.7.17.2. The LAP Land Use Zoning Map identifies 2 potential 'River Crossing Corridors (subject to environmental assessment).' The most southern corridor represents the crossing as part of the current proposal.

5.7.17.3. The LAP includes a Transport and Movement Map (Map 8.1) which again shows the 2 potential 'River Crossing Corridors' as well as a "New Roads Objective" extending in a south easterly direction to the LAP boundary. The western section of the proposed development will follow this indicative route.

5.7.17.4. These indicative routes convey the LAP's strategic goals of developing both a new river crossing and mobility corridor to unlock lands identified as the Simmonstown Key Development Area (KDA) and improving access to the south-eastern areas of Celbridge/Hazelhatch and Celbridge Train Station. In Section 12 of the LAP a design brief for the Simmonstown KDA is sets out and details broad parameters for the future development of this area. The vision for the area is a residential area including a primary school that consolidates the southern environs of Celbridge, establishes an attractive edge to the town and provides for improved access to the Hazelhatch Road and train station.

5.7.17.5. Section 8.3 (Road and Street Network) of the LAP sets out that 'Road infrastructure is being progressively improved throughout the town, but the bridge remains as a major cause of congestion to traffic flow in the town. Congestion is a significant problem in the town centre and one of the key priorities of this Plan is the provision for enhanced crossings of the River Liffey. The transportation objectives provide for the upgrade of the existing bridge for pedestrians and the possible construction of two new bridges in order to satisfy the need for a new river crossing. This would significantly relieve congestion issues, create improved connectivity within the urban environment and provide resilience for the town from a movement perspective.'

5.7.17.6. Section 8: Movement & Transport of the LAP details a number of specific objectives of the council in relation to walking, cycling and public transport. They include:

- Objective MTO1.7 - To promote enhanced permeability for pedestrians and cyclists within the urban environment in order to improve access to local shops, schools, public transport services and other amenities,
- Objective MTO2.1 - To create an interlinked public transport network that maximises the efficiency of existing services, reduces overall journey times and facilitates easy exchanges between modes and/or routes,
- Objective MTO3.5 - To secure the provision of the strategic road objectives identified on Map 8.1, which provides access to new communities and Key Development Areas within the town,
- MTO3.12: To facilitate the construction of a new vehicular river crossing between the Clane Road and Newtown Road within either of the two protected corridors, as indicated on Map 8.1, subject to environmental assessment.

5.7.17.7. Section 9: Infrastructure of the LAP sets out that the LAP avoids development in areas at risk of flooding and has substituted vulnerable land uses with a less vulnerable use where this is not possible in zoning lands in the Plan.

Map 9.1 in the LAP provides the Strategic Flood Risk Assessment map for the LAP.

A number of specific objectives in relation to flooding include:

- INFO3.1 To manage flood risk in Celbridge in accordance with the requirements of the Planning System and Flood Risk Management Guidelines for Planning Authorities, DECLG and OPW (2009) and Circular PL02/2014 (August 2014).
- INFO3.2 To ensure development proposals within the areas outlined on the Flood Risk Map are the subject of Site-Specific Flood Risk Assessment, appropriate to the nature and scale of the development being proposed.
- INFO3.3 To support and co-operate with the OPW in delivering flood alleviation work under the Eastern CFRAM Programme

5.7.18. **Status of Celbridge Local Area Plan 2017-2023**

5.7.18.1. A review of the Kildare County Council website (12/05/2026) with respect to Current Local Area Plans sets out that 'Kildare County Council will have regard to the following

adopted Local Area Plans until such time as they are reviewed, or another plan made'. The Celbridge Local Area Plan 2017-2023 is included in the list of Adopted Current Plans. While the council website makes reference to Local Area Plans, the reference on the Council's website does not have any statutory basis nor does it extend the lifetime of the LAP in accordance with the provisions of the Planning and Development Act 2000, as amended.

- The Celbridge Local Area Plan 2017-2023 clearly states in section 1.1 that 'the period of this plan shall be taken as being six years from the date of its adoption or until it is reviewed or another plan made, unless it is extended under section 19 (d) of the Planning and Development Act 2000 as amended.' (section 19(d) being the applicable section at the time of making the LAP).
- Planning and Development Act 2000 (as amended), Chapter II Local Area Plans sets out the following:

Local Area Plans

Section 18(4) of the Planning Act 2000, as amended states that:

(a) A local area plan prepared under this section shall indicate the period for which the plan is to remain in force.

(b) A local area plan may remain in force in accordance with paragraph (a) notwithstanding the variation of a development plan or the making of a new development plan affecting the area to which the local area plan relates except that, where any provision of a local area plan conflicts with the provisions of the development plan as varied or the new development plan, the provision of the local area plan shall cease to have any effect.

Application and Content of Local Area Plans

Section 19 (1) (c) of the Planning Act 2000, as amended states:

Section 20 (3)(a) shall be complied with—

(i) in the case of the first local area plan, not later than 2 years after the making of a development plan under this Part, and

(ii) notwithstanding section 18 (5), at least every 6 years after the making of the previous local area plan.

- The Celbridge Local Area Plan was adopted at a special meeting of Celbridge – Leixlip Municipal District on 17th of August 2017 and in accordance with the provisions of Section 20 of the Planning and Development Act 2000 as amended came into effect six weeks after the adoption on 28th September 2017. The Celbridge Local Area Plan 2017-2023 has not been 'reviewed or another' LAP made, and the LAP has not been extended under the provisions of the Planning Act 2000 (as amended). Therefore, the LAP expired on 27th September 2023.

6.0 Consultations

6.1. The application was circulated to the following bodies:

- An Taisce
- An Chomhairle Ealaion
- Inland Fisheries Ireland
- Uisce Eireann
- National Parks and Wildlife Service
- The Office of Public Works
- Heritage Council
- Failte Ireland
- Heath Service Executive
- Environmental Protection Agency
- Waterways Ireland
- Department of Environment, Climate and Communications
- Department of Housing, Local Government and Heritage
- Department of Tourism, Culture, Arts, Gaeltacht, Sport and Media
- Transport Infrastructure Ireland
- Eastern and Midlands Regional Assembly
- Department of Transport

- Kildare County Council

6.2. A response was received from Transport Infrastructure Ireland (TII), Inland Fisheries Ireland (IFI) and the Land Development Agency (LDA) and are summarised below along with a summary of the response from Kildare County Council

6.2.1. **Transport Infrastructure Ireland (TII)**

- No observations to make.

Response from Kildare County Council

- Kildare County Council acknowledges the receipt of TII's receipt of referral and notes that TII has no observations.

6.2.2. **Inland Fisheries Ireland (IFI)**

- The proposed development area is traversed by the River Liffey in addition to smaller associated surface water channels (Sinkeen and Donaghcomper Rivers etc.). The Liffey and several of its tributaries are exceptional in the area in supporting Atlantic salmon {Salmo salar, listed under Annex II and V of the EU Habitats Directive) and Sea trout (Salmo trutta) in addition to resident Brown trout (Salmo trutta) populations. This highlights the sensitivity of local watercourses and the Liffey catchment in general.
- The Grand Canal at Hazelhatch supports significant populations of coarse fish not to mention a range of other freshwater aquatic species, plus all associated floral and faunal components in adjacent habitats.
- Should development proceed, best practice should be implemented at all times in relation to any activities that may impact on surface water or riparian habitats. All works should be completed in line with a Construction Environmental Management Plan (CEMP).
- The disturbance of riparian habitats should be minimised. Buffer zones must be strictly adhered to and riparian vegetation should be retained in as natural a state as possible at all times.
- Before commencing any works, all construction personnel and contractors are made familiar with and adhere to the mitigation measures in any construction phase surface water management plan, construction management and environmental plan, Inland Fisheries guidance on protecting fisheries during

construction; construction industry guidance and planning permission conditions pertaining to the site.

- There can be no direct pumping of contaminated water from the works to a watercourse at any time. Any dewatering of ground water during excavation works must be pumped into an attenuation area before being discharged offsite.
- Any topsoil material which is to be stored on site must have mitigations in place to prevent any deleterious material entering the surface water network.
- Detail design and subsequent method statements for the new bridge over the Liffey must be submitted to IFI for approval. Instream works can only take place from 1st July to 30th September. Bridge foundations should be positioned at least 4.0m back from the wetted river channel as not to impact the riparian habitat. (Consultation between the project team and IFI will be essential in order that a fisheries-sustainable solution is arrived at and incorporated in the final works programme).
- The installation of the culverts should also be subject to agreed method statements with IFI. The culverts must not be overly wide in design and again are subject to timing constraints for instream works. IFI's recommend that box culverts are used instead of pipe culverts. These will have the least impact on fish passage.
- Surface water outfalls to any watercourse must have detail design and subsequent method statements submitted to IFI for approval.
- Silt fencing and silt trappings on construction roads and any temporary watercourse crossings must be in place to avoid allowing silt to enter watercourses.
- Regular inspections of local water courses and drainage ditches should be carried out and recorded especially during rainfall events.
- Due to the size of the development a suitably qualified Ecological Clerk of Works (ECoW) should be appointed to oversee the site set-up and construction of the proposed development and the ECoW shall be present on-site during construction works and carry out the water quality monitoring.
- AII discharges must be in compliance with the European Communities (Surface Water) Regulations 2009 and the European Communities {Groundwater) Regulations 2010.

Response from Kildare County Council

- An Outline Construction Environmental Management Plan (document ref: MDT0902-RPS-00- XX-RP-Z-0051) has been prepared as part of the Section 177AE application for development consent. The Outline CEMP has been prepared having regard to the National Roads Authority (NRA) "Guidelines for the Creation, Implementation and Maintenance of an Environmental Operating Plan" (NRA, 2007). It is intended that the CEMP will be a "live" document which will be updated by the appointed contractor and will be updated prior to and during construction on an as-needed basis to manage environmental risks and mitigation. The CEMP contains details of the mitigation and monitoring measures (Schedule of Environmental Commitments) from the Environmental Report and the NIS. Specific mitigation measures in relation to protection of watercourses from pollution via surface water-runoff, pollution prevention control measures, measures in relation to instream works and works at the River Liffey have been included.
- The applicant KCC notes the requirements and can confirm that a key design measure for the proposed development is the inclusion of a minimum 5m set back distance of the bridge abutments from the River Liffey banks as part of the proposed development. As per Section 2.18.5 of the Environmental Report, the northern bridge abutment has been set back a minimum of 12 metres from the top of northern river bank. The minimum distance between the southern bridge abutment and the top of the southern river bank is approximately 9.5 metres and it is considered that these set back distances are sufficient to allow the bridge foundations and abutments to be constructed without impacting the river banks.
- Section 5 of the Outline CEMP includes details of training and induction that will be required of all contractor's and subcontractor's personnel working and visiting the site.
- The applicant notes the requirements and confirms that aside from the Liffey Crossing, the earthworks do not include significant cuttings, and therefore dewatering of excavations will generally not be required. However, suitable

sediment and erosion controls will be implemented for the runoff from the earthworks to ensure that the sediment load in water discharging to the receiving watercourses is kept below permissible levels.

- In relation to the storage of topsoil the applicant notes this requirement and confirms that mitigation measures have been included for the protection of watercourses in Section 9.5.3 of the Environmental Report and Section 7.3.1 of the NIS and incorporated into the CEMP.
- The applicant notes requirement regarding detailed design drawings and method statements and will continue to engage with IFI throughout in this regard. With regard to instream works, KCC can confirm that the CEMP contains mitigation measures in relation to Instream works and these have been included in the Schedule of Environmental Commitments from the Environmental Report and the NIS. It is considered that set back distances of the bridge abutments are sufficient to allow the bridge foundations and abutments to be constructed without impacting the river banks. KCC will continue to engage and coordinate with IFI in relation to the proposed construction activities.
- The applicant notes the requirements with regard to agreed method statements in relation to culverts and surface water outfalls and will continue to engage with IFI throughout in this regard. The details of the proposed watercourse crossing structures are outlined in Table 2-3 of the Environmental Report. 3 no. culverts are proposed, and 2 of these culverts are box culverts and approval is sought on this basis. There is 1 no. piped culvert proposed (Cul-01) as illustrated on Drawing MDT0902-RPS-01- XX-DR-C-DR1001. An aquatic survey of this watercourse was carried out in June 2023 and again in June 2025. The most recent survey in June 2025 confirmed that the habitat was unsuitable for all salmonid life stages, lamprey spawning and adult habitat, and crayfish and eel habitat and for this reason, a box culvert is not deemed necessary at this location.
- Silt fencing has been specifically identified as a mitigation measure in the NIS and Environmental report and shall be installed for all work within 15m of the River Liffey, Loughlinstown Stream, the unnamed Simmonstown Stud stream, and the drainage ditch along the R405.

- Section 2.19.2 of the Environmental Report relates to maintenance of drainage systems and inspections will be carried at regular intervals and after any significant storm events.
- Section 9.5.2.1 of the Environmental Report and 7.2.1 of the NIS includes the appointment of a Project Ecologist by KCC before the commencement of works. The contractor shall also appoint an Environmental Manager / Clerk of Works ('ECoW') before the commencement of works. The ECoW will be responsible for ensuring the mitigations prescribed are adhered to. The Contractor's ECoW will liaise directly with the Project Ecologist appointed by KCC to oversee the ecological aspects of the work. These measures have been included in Section 10 Environmental Commitments in the CEMP.
- The proposed surface water drainage layout for the proposed development is illustrated on drawings MDT0902-RPS-01-XX-DR-C-DR0000-DR0007. Various SuDS features are incorporated into the design of the proposed development to reduce operational phase pollutant run-off into watercourses and pollutant infiltration into groundwater in accordance with the European Communities (Surface Water) Regulations 2009 and the European Communities (Groundwater) Regulations 2010.

6.2.3. **The Land Development Agency (LDA)**

- This LDA in their submission sets out their role and their primary function to progress the development and regeneration of large-scale, strategic sites to increase the supply of affordable housing in the State.
- The LDA sets out that they own lands at Ballyoulster in Celbridge, which are the subject of an active SHD Application at the time of writing (ABP Ref. 313825-22). (I note that this application was refused by ACP on the 18th December 2025).
- The LDA is supportive of the proposed mobility corridor with regard to the delivery of improved and sustainable infrastructure that will serve the town and its environs.
- While the LDA does not own any lands directly adjacent to or served by the proposed mobility corridor, it is considered that the provision of the proposed transport infrastructure will improve transport network and movement options in Celbridge town and its environs. This improved infrastructure will facilitate

the development of residentially zoned lands in the town and assist Kildare County Council in the achievement of its proposed housing targets over the lifetime of the County Development Plan 2023-2029.

- The provision of improved access to Hazelhatch and Celbridge train station can be reasonably anticipated to have a positive impact on modal shift to more sustainable modes of transport. The proposed mobility corridor would evidently directly facilitate the development of lands at Simmonstown and would therefore be in keeping with Section 2.6 of the Action Plan on Housing Supply which *inter alia*, states '*Together, these projects reflect a coordinated national effort to integrate transport investment with sustainable urban development, unlocking tens of thousands of new homes in well-connected, high-capacity corridors.'* The subject infrastructure would also improve the variety of travel options available to existing residents, future residents, and visitors throughout the entirety of the town and its environs.
- In tandem with the Celbridge Active Travel Bridge project which will improve the transport infrastructure along Dublin Road and the eastern environs of the town (for which the tender documents were due to be completed by the end of 2025) the infrastructure provided by those mobility projects in tandem will have the effect of improving prospective services and housing delivery throughout Celbridge, while also providing existing residents with improved modality options.
- The LDA support the proposed development due to its provision of improved mobility and travel options in Celbridge and its environs, and facilitation of, inter alia, sustainable residential development and associated infrastructure in the town.

<u>Response from Kildare County Council</u>

- KCC welcomes the strong support of the LDA for the proposed development and its recognition that while the project itself does not deliver housing, it supports the Housing for All objective of increasing new housing supply by providing sustainable access and opening KDAs south of the river Liffey in Celbridge. The proposed scheme is consistent with and supports the aims of relevant policies and objectives at national, regional and local levels,

particularly in the delivery of enhanced pedestrian and cycle infrastructure and enhanced connectivity with Hazelhatch and Celbridge Train Station.

6.3. Public Submissions

5 no public submissions were received and are summarised below along with a summary of the response from the applicant, Kildare County Council:

6.3.1. Celbridge Community Council

- Celbridge Community Council supports the broad aims of this project, providing the bridge and improved connectivity with Hazelhatch train station.
- They are supportive of the final route selection.
- However, they raise issues with the detailed design of the cycling and bus infrastructure and with impacts on the visual amenity of the adjoining River Liffey strategic spaces. They request that An Coimisiun Pleanala grants permission for the project but make that permission conditional on several design changes as proposed in their submission.
- The cycling infrastructure could be further improved. They note that many of the crossings and junctions in the project fall short of the guidance set out in the NTA's Cycle Design Manual and should be revised. They propose that given the number of deviations from the Cycle Design Manual, a full review of the cycling infrastructure should be undertaken prior to proceeding to the next stage of design. The submission includes Figure 1 which identifies the location of cycle infrastructure issues (7 no. issues are identified).
- Cycling Infrastructure Issue 1: Clane Road Junction.
    - No provision for cyclists on two of three legs of this junction and the signalized toucan pedestrian/cyclist crossing uses a shared-space approach, rather than segregated crossing lanes which deviates from best practice, as outlined in the NTA's Cycle Design Manual.
    - They recommend the provision of at least one unidirectional, 2m-wide cycleway on the southern side of the Clane Road, in two segments - From the pedestrian lights between the Texaco and Abbey Farm

entrance, to the corner of the junction with the mobility corridor road and from the other corner of the junction with the mobility corridor road to the pedestrian lights just west of the entrance to St John of God's St Raphaels campus.

  - They also propose that the Toucan crossing on mobility corridor road leg of the junction be converted to one with full mode separation, along the lines of "TL501 Protected Junction" from the NTA's Cycle Design Manual

- Cycling Infrastructure Issue 2: Pedestrian crossing at Abbey Farm pedestrian link.
  - The "General Arrangement Sheet 2" map indicates that there are traffic signals controlling this crossing. However, the expected label is missing ("Signalised Toucan Pedestrian/Cycle Crossing With Raised Table"). They recommend the appropriate label be added.
- Cycling Infrastructure Issue 3: Newtown Road signalized junction.
  - They propose that separate pedestrian and cyclist spaces be provided at the Newtown Road junction crossings as per the Cycle Design Manual best practice.
- Cycling Infrastructure Issue 4: Pedestrian/cycling permeability into the Temple Manor residential estate.
  - No pedestrian/cycling access is provided from the Temple Manor residential estate onto the new mobility corridor road.
- Cycling Infrastructure Issue 5: Hazelhatch Road signalized junction.
  - At this location there are six cycle tracks and four pedestrian paths converging at two shared spaces. Mode separation is essential here.
  - They recommend separate pedestrian and cyclist spaces at the Hazelhatch Road junction crossings as per the Cycle Design Manual best practice.
- Cycling Infrastructure Issue 6: Transition to the new two-way cycle track on the Hazelhatch Road.

- To enter the new two-way cycle track on the Hazelhatch Road, southbound cyclists are expected to take control of the southbound vehicular lane and wait for a safe gap in northbound traffic before entering the new two-way cycle track. This is a manoeuvre for a confident cyclist only.
- They recommend a signalized crossing for southbound cyclists to join the two-way cycle track as per "TL608 Signalized Cycle Crossing" in the National Transport Agency's Cycle Design Manual.

- Cycling Infrastructure Issue 7: Signalized crossing on the Loughlinstown Roundabout.
  - There are four cycle tracks and four pedestrian paths converging at two shared spaces. Mode separation in the crossing, such as that shown in "TL606 Signalized Parallel Crossing" from the Cycle Design Manual is essential here.
  - This crossing is also close to the Grand Canal Greenway.
  - They propose separate pedestrian and cyclist spaces at the Hazelhatch Road junction crossings, as per the Cycle Design Manual best practice and the provision of appropriate tie-ins at the crossing for cyclists on the R504 south towards the Grand Canal Greenway.
- Bus Networks Infrastructure Issue: Lack of Bus Stops.
  - New routes and diversion of existing routes are to be expected for the Celbridge Hazelhatch mobility Corridor. However, no bus network infrastructure is included in the plans.
  - They proposed the addition of two new bus stops, one on either side of the new mobility corridor link road, roughly in the positions as shown in Figure 9 of their submission.
- Speed Limit Issue: Lack of Traffic Calming.
  - They propose the addition of speed calming measures at the 60/km/hr to 50km/hr speed limit transition.
- Visual Impact in the River Liffey Strategic Open Space.

- They submit that the proposed designs raise several concerns regarding visual impact and suitability for a sensitive urban and heritage landscapes setting. They recommend the redesigns of both the bridge and SuDS elements be sought as part of further information. They also request photomontages from multiple viewpoints.
- The note that the proposed bridge would traverse a historic landscape area only 500m from the centre of an expanding heritage town. Its location demands a design response that respects its unique setting.
- Its location in the town means that the bridge will evolve as a hub for movement of people between residential areas and new retail / services.
- The current SuDS design proposals prioritise engineering over amenity, failing to integrate public use or ecological enhancement, contrary to Kildare County Council's own Sustainable Drainage Systems Guidance, which emphasises multi-functional benefits.
- The current bridge design proposals focus on engineering solutions, with little evidence of creativity or concern for aesthetics. The design features–walled abutments, and arched weathered steel girders–result in an imposing, utilitarian structure that blocks landscape views and creates a sense of enclosure beneath the bridge. The mesh covered parapet, guardrail, and street lighting are more appropriate for a motorway overpass than for a bridge in a sensitive landscape.
- Positives elements of the bridge design are also mentioned which include the single-span design as it will limit impact on the river channel, planting of native species woodland and standard trees in these areas and the inclusion in the design of provision for the possibility of a future greenway / active travel route along the banks of the Liffey.

<u>Response from Kildare County Council</u>

- KCC welcomes the submission from Celbridge Community Council and its general support for the proposed development. The applicant's response to the individual issues raised in the submission are set out below:

- They note that there is currently no cycle infrastructure beyond the end points of the proposed road. The proposed junction design is for a shared crossing at each junction which provides consistency for pedestrians and cyclists usage as pedestrian and cyclist flows are expected to be moderate rather than high intensity at opening year. The detail design can be developed to accommodate segregated crossings within the proposed CPO land-take with the exception of the two tie-in junctions at either end, as there is no cycle infrastructure beyond the end-points of the proposed development.
- Cycling Infrastructure Issue 1: Clane Road Junction - Providing additional cycling infrastructure along the Clane road is outside of this project scope. Future KCC projects may include these facilities as part of a coherent cycle track network for Celbridge. There is currently no cycle infrastructure beyond the end points of the proposed road.
- Cycling Infrastructure Issue 2: Pedestrian crossing at the Abbey Farm pedestrian link - A signalised Toucan pedestrian / cyclist crossing is proposed at this location. A raised table is not proposed with the crossing. The detail design can be developed to accommodate segregated crossings within the proposed CPO land-take of the proposed development.
- Cycling Infrastructure Issue 3: Newtown Road signalized junction - There is currently no cycle infrastructure beyond the end points of the proposed road. The proposed junction design is for a shared crossing at each junction which provides consistency for pedestrians and cyclists usage as pedestrian and cyclist flows are expected to be moderate rather than high intensity at opening year. The detail design can be developed to accommodate segregated crossings within the proposed CPO land-take of the proposed development.
- Cycling Infrastructure Issue 4: Pedestrian/cycling permeability into the Temple Manor residential estate - A direct access for pedestrians / cyclists from the proposed Mobility Corridor to Temple Manor would require a new opening in the boundary of the housing estate resulting in further loss of existing vegetation. It is considered that pedestrians / cyclists access to the proposed Mobility Corridor via Newtown Road is an appropriate point of access/egress

- Cycling Infrastructure Issue 5: Hazelhatch Road signalized junction - There is currently no cycle infrastructure beyond the end points of the proposed road. The proposed junction design is for a shared crossing at each junction which provides consistency for pedestrians and cyclists usage as pedestrian and cyclist flows are expected to be moderate rather than high intensity at opening year. The detail design can be developed to accommodate segregated crossings within the proposed CPO land-take of the proposed development.
- Cycling Infrastructure Issue 6: Transition to the new two-way cycle track on the Hazelhatch Road - The proposed pedestrian / cyclist facilities at this location will join with an existing shared pedestrian / cyclist path along Hazelhatch Road. The proposed dropped kerb is to allow access to the proposed cyclist facilities for cyclists who are travelling southbound on the road carriageway rather than using the existing shared facilities. Therefore, the suggested crossing facility is not considered necessary at this location and would require landtake from the adjacent private property.
- Cycling Infrastructure Issue 7: Signalized crossing on the Loughlinstown Roundabout - There are no existing facilities for cyclists along the R405 between the proposed pedestrian / cyclist crossing and the Grand Canal Greenway. It is considered that the arrangement of this crossing is appropriate for the adjoining pedestrian / cyclist facilities.
- Bus Network Infrastructure Issue: Lack of Bus Stops - The proposed cross-section of the Mobility Corridor can accommodate bus stop facilities. There are no current bus services along this route and provision of same would be subject to appropriate consultation and processes with the transport agencies and the public in the future. Bus stops would be located along the Mobility Corridor in the future at the optimal locations to serve existing and future housing developments.
- Speed Limit Issue: Lack of Traffic Calming - In addition to the mandatory speed limit, proposed roadside treatments such as provision of kerbing, public lighting, signage, and landscape treatments reinforce the message to drivers to slow down. Further traffic calming measures are not considered necessary.

- Issues with Visual Impact in the River Liffey Strategic Open Space - It was not intended that a bridge structure over the Liffey would be a landmark structure as a highly visually intrusive bridge structure would cause unacceptable adverse impact on the landscape. As illustrated on drawings MDT0902-RPS-01-XX-DR-Z-BR1010-BR1012, the proposed bridge structure has an uncomplicated slender form and is architecturally pleasing due to its symmetry. The varying depth girders have a curved bottom flange which form an appealing arched elevation. Transverse deck cantilevers will overhang and partially shadow the main structural members, disguising the structural depth of the bridge, giving a slimmer, less intrusive appearance. The proposed parapet consists of a bespoke assembly which will combine good design with a high level of safety. The proposed barriers will be constructed from round and curved profiles that safeguard the safety of the more vulnerable road users. As indicated in Table 8.11 of Environmental Report MDT0902-RPS-00-XX-RP-Z-0067, it is predicted that the proposed development will not be widely prominent across this Landscape Character Area as surrounding, enclosing vegetation has the potential to quickly absorb the proposed changes.
- Location of bridge within historic landscape area - A Cultural Heritage Impact Assessment (CHIA) has been included in the Environmental Report, refer to Chapter 10 – Cultural Heritage (Archaeological, Cultural and Architectural Heritage). It is acknowledged that the proposed development will traverse the former demesne lands associated with Celbridge Abbey which is a historic landscape area. The lands through which the proposed development crosses are now separate from the Celbridge Abbey and are outside of the setting of the structure. These areas on both sides of the river no longer support the heritage value of the demesne as it presents today. For the purpose of the CHIA, four no. viewpoint locations have been assessed for impact on setting of heritage features. Wireframe images are presented in Appendix 10.1E (Wireframes / Heritage Photomontages). The assessment concluded that “Due to the topography, the landform, dense tree cover and the bend in the river the proposed development will not cause any visual changes to the setting of Celbridge Abbey”. With regard to Temple Mills ACA, the assessment concluded

that “there will be no change to the setting or visual amenity of the northern end of the Temple Mills ACA”.

- SuDS design proposals prioritise engineering over amenity - Paladin style security fencing is proposed where required to prevent unauthorised access such as around the proposed attenuation ponds. This is considered an essential measure for maintaining public safety to prevent risk of drowning due to the potential depth of water in the ponds and the close proximity of residential areas. It is considered that the visual impact of this security fencing will be mitigated by the surrounding existing vegetation and proposed planting.
- Bridge design focus on engineering solutions over aesthetics - A Landscape and Visual Impact Assessment has been included in the Environmental Report, refer to Chapter 11 – Landscape & Visual. The assessment has included an assessment of predicted visual impacts from a range of viewpoints. The photomontages have been provided to illustrate a Year 1 and Year 10 scenario, with the latter including mitigation planting and is considered to be representative of a year when planting is well established and providing screening effects. With regard to the design of the bridge structure, it was not intended that a bridge structure over the River Liffey, (part of the River Liffey Landscape Character Area with special sensitivity) would be a landmark or prominent structure. The design intention of the bridge, as proposed, is to create a visually appealing and inviting structure that blends with its surroundings. As such, the proposed bridge structure has an uncomplicated slender form and is architecturally pleasing due it’s symmetry. The varying depth girders have a curved bottom flange which form an appealing arched elevation. This is illustrated on MDT0902-RPS-01-XX-DR-Z-BR1010 to MDT0902-RPS-01-XX-DR-Z-BR1012. Transverse deck cantilevers will overhang and partially shadow the main structural members, disguising the structural depth of the bridge, giving a slimmer, less intrusive appearance. The proposed parapet consists of a bespoke assembly which will combine good design with a high level of safety. The proposed barriers will be constructed from round and curved profiles that safeguard the safety of the more vulnerable road users.

6.3.2. **Celbridge Estates Limited and the Donovan Family**

- Coonan Property, acting on behalf of Celbridge Estates Limited and the Donovan family, welcome this planning application.
- The submission sets out that they are the majority landowners of the application site area and will be impacted most significantly by the proposal. A Land ownership context map identified as Figure 1 is included in the submission. Its details the lands owned by Celbridge Estates Limited and the Donovan Family.
- They are broadly supportive of the principle of this proposed infrastructure which has the potential to transform southern Celbridge and support the sustainable development and growth of the town towards the primary public transport provider for the area.
- It is their strong opinion that the existing Simmonstown Key Development Area (KDA) needs to be updated in line with current National Policy which focuses on Transit Orientated Development and the need for additional residential zoned land in sustainable locations.
- In this context they consider that the proposed road design could be improved to better accommodate and integrate with existing and future zoned development lands along its entire length and in particular incorporate DMURS principles. Their submission includes an indicative masterplan of a new KDA for Simmonstown identified as Figure 4. They request that the following specific items be reviewed:
    - Access to potential future development lands - The approved road design should accommodate flexibility in relation to vehicular access points and should not restrict future access junctions along its route to the KDA development lands (currently zoned as residential and educational) and to currently unzoned lands that lie to the north and south of the proposed Mobility Corridor.
    - Building Lines and DMUR principles - The proposed road design does not appear to facilitate street frontages up to the back of footpath which is an important placemaking strategy in accordance with DMURS. The consented scheme should facilitate development / building frontages up

to the back of footpath for KDA zoned lands and currently un-zoned lands. In addition, it is their opinion that the stormwater management strategy for the Mobility Corridor, incorporating linear stormwater channels and storage features, should be reviewed so as not to impact adjacent proper development. In this context, the current extent and positioning of the proposed attenuation basins and swales along the Mobility Corridor may conflict with DMURS principles by increasing the separation between the carriageway and future development plots. A review of the layout, scale, and continuity of these features is therefore suggested to ensure alignment with DMURS objectives and to support the creation of a legible street that balances movement with placemaking.

- Road Alignment / Speed / Traffic Calming - The posted speed limit along the Mobility Corridor is confirmed to be 50 km/h. However, having regard to the proposed alignment, which is predominantly long and straight, and in the absence of sufficient traffic calming, motorists are likely to exceed the intended speed limit. Consideration of additional traffic calming measures could be considered to reinforce a lower speed environment and create a stronger sense of place along the street. In addition, facilitating future residential development with active frontage addressing the road edge would help reinforce the perception of a built-up residential environment consistent with DMURS principles.
- Bus Stops/Bus Route – It is reasonable to anticipate that as the area develops, re-routed or new bus services may operate along the corridor. Accordingly, it would be prudent to futureproof the road design at this stage, ensuring that bus stops can be easily integrated at appropriate locations.
- Strategic Services - For the proper development of the lands and to minimise future disruption to the corridor consideration should be given to the construction of key services and utilities along the route to facilitate the development of the KDA lands.

- Cycle Link to Hazelhatch and Celbridge train station – They are fully supportive of the improved cycle link to Celbridge & Hazelhatch train station. The link would be improved by the extension of the cycle path to the train stations existing exit road.
- Junction Treatments - It is assumed that junction sizes have been designed to facilitate the future full development of adjacent zoned lands. However, some could be updated to better facilitate compliance with the Cycle Design Manual e.g. the Newtown Road / Mobility Corridor junction could be redesigned as a protected junction (ref. TL 501-503), removing shared space for pedestrians and cyclists and providing a safer, more direct route for active travel users.

- The submission concludes that their concern at this stage is that the infrastructure is a throughfare more than an urban street. In accordance with DMURS this road needs to support appropriate development on both sides of the road to the north and the south.

Response from Kildare County Council

- Access to Potential Future Development Lands - It is considered that the proposed development design allows "flexibility to provide safe and suitable vehicular access" to any future developments along the Mobility Corridor and subject to such necessary statutory development consents as required by landowners. It is noted that field accesses can be removed in the future if made redundant by any developments and subject to such necessary statutory development consents as required by landowners
- Building Lines and DMURS Principles - As indicated on Geometric Design drawings MDT0902-RPS-01-XX-DR-Z-GE0000-GE0003, the vertical alignment of the proposed road follows existing ground levels where possible. However, there is need to increase the height of the proposed road at some locations, such as where required to cross a watercourse culvert or to provide freeboard to predicted flood levels. The proposed attenuation basin and swales are necessary to meet KCC's requirements to implement Sustainable Drainage Systems (SuDS) to manage stormwater and reduce flood risk. The proposed development has been designed as link road rather than a street. However, it

will be possible to develop to the back of the footpath with the exception of the locations where drainage features are required alongside the proposed road and subject to such necessary statutory development consents as required by landowners.

- Road Alignment / Speed / Traffic Calming - As per Section 2.4 of Environmental Report MDT0902-RPS-00-XX-RP-Z-0067, the proposed speed limit for the new road is 60 km/h from the southern approach to Newtown Road Junction to Loughlinstown Road Roundabout. In addition to the mandatory speed limit, proposed roadside treatments such as provision of kerbing, public lighting, signage, and landscape treatments reinforce the message to drivers to slow down. Further traffic calming measures are not considered necessary.
- Bus Stops / Bus Route - The proposed cross-section of the Mobility Corridor can accommodate future bus stop facilities. There are no current bus services along this route and provision of same would be subject to appropriate consultation and processes with the transport agencies and the public in the future. Bus stops would be located along the Mobility Corridor in the future at the optimal locations to serve existing and future housing developments.
- Strategic Services - Utilities Design drawing MDT0902-RPS-01-XX-DR-Z-UT2001, illustrates how the proposed road cross-section can accommodate future underground utilities such as communication ducting, gas main, foul sewer, ESB ducting and watermain. The design of these utilities is outside the scope of this road project.
- Cycle Link to Hazelhatch and Celbridge train station - KCC welcomes the support of the cycle link to Hazelhatch and Celbridge Train Station. There is an existing shared pedestrian / cyclist path which extends out of the grounds of the train station to the other side of the entrance at which the proposed cycle link is finishing. Therefore, it is considered that the extent of the proposed cyclist link is adequate.
- Junction Treatments - The proposed junction design is for a shared crossing at each junction which provides consistency for pedestrians and cyclists usage as pedestrian and cyclist flows are expected to be moderate rather than high intensity at opening year. The detail design can be developed to accommodate

segregated crossings within the proposed CPO land-take of the proposed development with the exception of the two tie-in junctions at either end, as there is no cycle infrastructure beyond the end-points of the proposed development.

6.3.3. **Celbridge Heritage and Tourism Forum**

- The submission welcomes the proposed development that will provide much needed infrastructure in a way that supports the modal shift key to Celbridge's sustainable development. They also welcome the positive proposal and attention to ecological, heritage and cultural aspects of the proposed development.
- They would like to raise two key points that they feel are important from the perspective of Celbridge's unique built and natural heritage.
    - Design of iconic bridge to reflect significance of place - the scheme passes through the former demesne lands associated with Celbridge Abbey and occupies a prominent place relative to the demesne. In this regard, there is an opportunity for artistic design of an iconic bridge, within its current scope, to reflect the stories and heritage of Celbridge Abbey in particular with regard to Jonathan Swift and Esther van Homrigh ('Vanessa'). It would be a lost opportunity not to enhance the significance of the place in which the scheme is located with appropriate artistic design in a way that establishes the bridge as an iconic cultural marker and enhances the unique place the bridge occupies.
    - Attenuation ponds south of Celbridge Abbey as visual amenity - they suggest that the proposed attenuation basins (1 and 2), in addition to their drainage function, are integrated with the scheme's landscape design to provide visual amenity as well as the proposed biodiversity value for the community. The area could, for example, be integrated with adjacent walking/cycling routes. This approach would provide an important sensitive approach to its position in relation to the demesne rather than an area solely with a drainage function protected by security fencing.

Response from Kildare County Council

- KCC welcomes the submission and its general support for the proposed development.
- Bridge design - A Cultural Heritage Impact Assessment (CHIA) has been included in the Environmental Report, refer to Chapter 10 – Cultural Heritage (Archaeological, Cultural and Architectural Heritage). The assessment has concluded that the areas on both sides of the river no longer support the heritage value of the demesne as it presents today. For the purpose of the CHIA, four no. viewpoint locations have been assessed for impact on setting of heritage features. Three of these capture three open locations within Celbridge Abbey. The assessment concluded that "Due to the topography, the landform, dense tree cover and the bend in the river the proposed development will not cause any visual changes to the setting of Celbridge Abbey". With regard to the design of the bridge structure, it was not intended that a bridge structure over the River Liffey, (part of the River Liffey Landscape Character Area with special sensitivity) would be a landmark or prominent structure, as a highly visible bridge structure would cause significant adverse impacts on landscape and visual amenity. The design intention of the bridge, as proposed, is to create a visually appealing and inviting structure that blends with its surroundings. As such, the proposed bridge structure has an uncomplicated slender form and is architecturally pleasing due to its symmetry. A Landscape and Visual Impact Assessment has been included in the Environmental Report and has concluded that the proposed planting will limit the extent of influence associated with the proposed development on adjacent Landscape Character Areas with a resultant reduction in landscape impact.
- Landscape design at attenuation basins - The extent of proposed fencing and environmental barrier design is illustrated on drawings MDT0902-RPS-01-XX-DR Z-FE0000-FE0007. Attenuation Basin 1 is located on northern side of the River Liffey on lands, while Attenuation Basin 2 is located on the south side of the River Liffey and these areas no longer support the heritage value of the demesne as it presents today. Paladin style security fencing is proposed where required to prevent unauthorised access such as around the proposed attenuation ponds. This is considered an essential measure for maintaining

public safety to prevent risk of drowning due to the potential depth of water in the ponds and the close proximity of residential areas.

6.3.4. **H2 Properties Unlimited**

- The submission sets out that they have a material interest in this application as lands in their ownership are included within the application boundary. It is also proposed, as part of the scheme, that some of the lands within their ownership will be subject to both temporary and permanent CPO.
- They would like to highlight that they have no objection to the scheme as a whole and are supportive of any scheme that promotes more sustainable forms of transport and improves infrastructure within the town.
- However, they cannot accept the proposal in its current design owing to the potential for significant harmful impacts it may have on the continued day to day operation and the viability of their existing business. They expressed their concerns regarding the proposal during the limited engagement with Kildare County Council prior to the application.
- The submission set the following concerns:
    - Their site comprises a petrol station forecourt, convenience shop, 2 No. apartments, service area, carwash and ancillary facilities located on the Clane Road Celbridge. Their site is accessed via an existing right of way leading from the Clane Road to their site. It is proposed that the existing right of way will be extinguished as part of the proposal and a new entrance will be provided to the south of the existing access point. This will result in changes to the existing traffic movements into and within the applicant's site.
    - The commercial nature of the site is long established, and it has been used as a service station for an extended period of time. Their site has been subject a number of planning applications, the most recent under planning ref 18/731 for the retention of an existing exit only arrangement.
    - It is considered that the application does not take full account of the effects of the proposed development on lands which lie outside of the

development boundary, but which are materially affected by the development.

- The proposed development has the potential to affect their compliance with existing planning permissions and it is not clear if the granting of permission and carrying out of the proposed works will require them to make applications to regularise the revised layout of the traffic movements within the site.
- The operation of petrol stations is licensed under the Dangerous Substances (Flammable Liquids and Fuels Retail Stores) Regulations, 2019 and the changes to the traffic layout in their petrol station, would constitute " Major Works" as defined by the regulations, requiring them to make a new application for an amended licence no later than 60 days prior to the commencement of the works. This application will be required to be accompanied by a risk assessment detailing how any new or modified hazards will be mitigated. The granting of an amended licence will be at the discretion of the licensing authority.
- The submission goes onto state that it is not evident, from the application documents presented, if any assessment of the risks associated with the proposed changes to the traffic arrangements within the petrol filling station have been carried out. They request that the proposed changes to the traffic arrangements within the petrol filling station as a result of the proposed development be fully assessed by a competent authority and the impacts on the safe operation of the site are fully considered including the risk of injury and risk to the environment. The following further investigation are recommended:
  - A detailed survey of the existing structures, fuel storage & dispensing infrastructure and drainage systems should be carried out.
  - A swept path analysis should be carried out for vehicles accessing and egressing the dispensing locations, car parking and carwash.
  - A swept path analysis should be carried out for a fuel delivery tanker carrying out fuel deliveries to the property.

- No information has been provided in relation to the methodology for carrying out the proposed works in the vicinity of the petrol station. Should it be the case that the works cannot be carried out without a temporary closure of the site this would need to be included in the application and associated compulsory purchase order.

- The submission concludes that the proposed development in its current design iteration has potential to negatively impact on the safe operation of the petrol filling station and the continued viability of the long-established business. It is not clear from the application documentation presented if the proposed development can be carried out in a safe manner and it is considered that the granting of a permission where such uncertainties exist would not constitute proper planning.
- They request that Commission engage in meaningful consultation with affected landowners as part of the determination of this application, including if it sees fit, an oral hearing.

<u>Response from Kildare County Council</u>

- The entrance into the Garage is moving south of the existing entrance. The proposed new access will be to standard and will be an improvement over existing access. Impacts shown to arise as result of a proposed development, can be the subject of a claim for compensation as part of the statutory compensation process.
- An assessment of the potential effects of the proposed development on material Assets: Non-Agricultural Properties has been included in the Environmental Report, refer to Chapter 12 – Material Assets: Non-Agricultural Properties. This comprises of non-agricultural properties directly impacted by the proposed development and includes commercial properties. As per Section 12.5.1 of Environmental Report MDT0902-RPS-00-XX-RP-Z-0067, the following mitigation measures will be implemented during the construction phase of the project “access will be maintained to all affected property as much as possible and if interrupted will be restored without unreasonable delay. Traffic management measures will be put in place during construction where temporary or minor diversions are required.” Also, regarding disturbance of

services, “where required, an alternative source of water / electricity will be provided to ensure that disruption to properties is minimised during the construction phase.” KCC will continue to engage and coordinate with the applicant in relation to the proposed construction activities. Impacts shown to arise as result of a proposed development, can be the subject of a claim for compensation as part of the statutory compensation process.

- A topographical survey has been completed which included the grounds of the service station. Additional survey of the service station’s existing structures, fuel storage/dispensing infrastructure and drainage, is not considered necessary to inform the proposed development’s preliminary design as included in this planning application. However, this additional detailed survey may be carried out during the detailed design phase of the project as part of engagement with the landowner should approval and confirmation of the CPO be granted. The entrance into the Garage is moving south of the existing entrance. The proposed new access will be to standard and will be an improvement over existing access. Swept path analysis has been carried out for fuel delivery tankers servicing the site. The results of this analysis indicate that the proposed access arrangements will allow the fuel delivery tankers to service the site without the need for excessive manoeuvring. Impacts shown to arise as result of a proposed development, can be the subject of a claim for compensation as part of the statutory compensation process

6.3.5. **John O Neill**

- The submission relates specifically to the section of the route transversing the existing green area of the Abbey Farm Estate which adjoins the River Liffey on the north of the river. From the plans there is no current arrangement for fencing on this section and that the Abbey Farm Green is to be fully accessible from the proposed road barring the incorporation of some visual banking.
- For many years the residents of Abbey Farm have maintained these grounds at their own expense via the management of the elected resident’s association. The estate is not fully taken in charge by Kildare County Council and the council have no involvement in the upkeep of the grounds.

- The lack of adequate fencing between the CPO grounds to be acquired and the remaining estate green areas will lead to a disruption of the peaceful enjoyment the residents have on their estate. It would further threaten the future goodwill of the residents of Abbey Farm to continue to fund the grounds maintenance as these green areas will no longer be viewed as being part of the estate.
- The Abbey Farm Estate also borders agricultural lands to the southwest. Over the years there have been a number of livestock incursions onto the estate due to poorly maintained fencing by the agricultural landowners. There is every likelihood that there will be further livestock incursions in the future. Should this happen, there would be no barrier preventing livestock from accessing the new road and bridge which would be a significant health and safety matter.
- The submission concludes that the existing plan be amended to incorporate suitable fencing between the road and bridge and the remaining Abbey Farm Estate Green along the riverbank.

Response from Kildare County Council

- Fencing between Proposed Scheme and Abbey Farm Green - The extent of proposed fencing and environmental barrier design is illustrated on drawings MDT0902-RPS-01-XX-DRZ-FE0000-FE0007. The design of the proposed development does not incorporate fencing between the proposed road and the housing estate at this location, and in the opinion of the Council is not justified at this location as part of the proposed development. The landscape design of the proposed development includes the planting of native species woodland on the earthworks between the road and the green area along with standard trees. This is illustrated in drawing MDT0902-RPS-01-XX-DR-Z-LA0001. It is considered that, as well as providing visual screening of the proposed development, this planting will effectively delineate the road boundary without the need for additional fencing.
- Fencing between Abbey Farm Green and adjacent agricultural lands - The design of the proposed development does not incorporate fencing at this location, and in the opinion of the Council is not justified at this location as part of the proposed development.

7.0 Further Information

7.1. Further Information Sought

The Request to submit further information was issued on the (Memo dated 20th March 2026). Its set out the following:

a. The Flood Risk Assessment sets out that no additional residential dwellings will be introduced into the predicted flood extents for fluvial flood events up to and including the 1-in-1000 year return period as a result of the construction of the proposed scheme with flood mitigation measures. However, the proposed development will result in a reduction in freeboard for a number of properties, therefore increasing the risk of flooding to these properties. Please address showing compliance with the Flood Risk Management guidelines and the Strategic Flood Risk Assessment of the Kildare County Development Plan 2023 to 2029.

b. Please submit a copy of the Bat Derogation Licence received from the NPWS

7.2. Response to Request

a. A Technical Note titled Flood Risk Assessment Justification was submitted in response to item (a). It sets out the following response:

- They confirm that no additional dwellings will be introduced into predicted flood extents resulting from the construction of the proposed scheme with flood mitigation measures for fluvial events up to and including the 1-in-1000 year return period.
- Further, there are four dwellings to the east of the proposed scheme that are currently at risk of flooding in the 1-in-1000 year predicted flood event. All four of these dwellings will see a benefit and have a reduced flood risk following construction of the proposed scheme.
- The submitted Stage 3 Flood Risk Assessment (FRA) for the Celbridge-Hazelhatch Mobility Corridor (CHMC) development demonstrates compliance with the KCC CDP 2023–2029 SFRA and the Flood Risk Management Guidelines by applying the Sequential Approach and successfully passing the Justification Test for Development Management.

- As the proposed CHMC will provide a critical transport link between Celbridge and Hazelhatch, its alignment cannot avoid flood risk nor be substituted with a less vulnerable use. Therefore, the Justification Test applies.
- Requirement 2(i) of the Justification test within the FRM Guidelines states: *"The development proposed will not increase flood risk elsewhere and, if practicable, will reduce overall flood risk."*
- The Flood Risk Management Guidelines Technical Appendices require that FRAs be proportionate to the scale, nature and location of the development. Accordingly, proportionate mitigation measures are included within the proposed development to appropriately manage flood risk.
- Proposed mitigation measures include:
    - 15no. floodplain culverts, Ø0.9m and 60m long each;
    - 4no. ditches, 1.0m deep (500m total length);
    - A downstream ditch along the CHMC alignment with outfalls to the Hazelhatch Rivers and connections for swale drainage outfalls.
- Following implementation of these mitigation measures, 18no. properties on the fringe of the floodplain will experience reduced overall flood risk including all four properties to the east of the scheme identified to be within the existing floodplain.
- The potential for minimal increase in water level to the southwest of the proposed development is identified within the FRA. This minimal increase is contained within existing greenfield and public realm areas with no impact on existing dwellings.
- A reduction in freeboard of 0.01m (10mm) or less is noted within the FRA to 18no. properties located outside of the floodplain for the 1-in-100 year flood event. 15no. of these properties retain freeboard in excess of 500mm in the 1-in-100 year flood event whilst 3no. properties have existing freeboard less than 500mm. All 18no. properties retain freeboard above the 1-in-100 year event with an allowance for climate change (and the 1-in-1000 year event), in compliance with the KCC CDP 2023–2029 SFRA requirements for development in floodplains.

- As flood risk at a dwelling is determined by whether water reaches and inundates the vulnerable parts of the property (likelihood × vulnerability), a 0.01m (10mm) increase in water level is not considered to increase flood risk when the property's finished-floor and other vulnerable elements remain a clear margin above that increased level. A 0.01m change is smaller than common measurement/survey uncertainty, natural short-term variations (wind, waves, local turbulence, etc), and spatial variability of water surface on a floodplain. These sources of uncertainty mean a 0.01m change does not meaningfully alter exceedance probabilities to individual properties and therefore does not change either the probability of inundation or the expected consequences, particularly given property floor levels remain with a positive freeboard.
- The Site-Specific FRA submitted in support of the CHMC development applies a precautionary approach consistent with the Flood Risk Management Guidelines and implements mitigation and management measures proportionate to the development's risk profile. The assessment demonstrates that flood risk to the proposed development and to surrounding properties is appropriately managed and compliant with the KCC CDP 2023–2029 SFRA and the Flood Risk Management Guidelines.
- The Flood Risk Assessment identified that 3no. properties which currently have a freeboard less than 500mm in a 1-in-100 year flood event may experience a 0.01m (10mm) reduction in freeboard as a result of the proposed scheme. These properties are located outside of the current and future floodplain and therefore does not constitute an increase in flood risk.

b. A Bat Derogation Licence (Derogation Number DER-BAT-2026-158) issued by NPWS and dated 27th March 2026 was submitted in response to item (b). The derogation licence is valid until the 31st December 2026.

7.3. **Further Consultation**

It was determined that the further information received was not significant (Memo dated 14th April 2026) and therefore it was not required to be re-advertised and re-circulated.

8.0 EIA Screening

The proposed development has been subject to preliminary examination for environmental impact assessment (refer to Form 1 and Form 2 in Appendices of this report). Having regard to the characteristics and location of the proposed development and the types and characteristics of the potential impacts, it is considered that there is no real likelihood of significant effects on the environment. The proposed development, therefore, does not trigger a requirement for environmental impact assessment and an EIAR is not required.

9.0 Assessment

9.1. Under the proposed scheme, consent is being sought for the development of the Celbridge to Hazelhatch Mobility Corridor. The associated compulsory purchase of the lands required for the construction of the proposed development is considered under ACP Ref 323853-25 and should be read in conjunction with this report.

9.2. The assessment will be undertaken in three parts as per the requirements of Section 177AE as follows:

- The likely effects on the environment,
- The likely consequences for the proper planning and sustainable development of the area,
- The likely significant effects upon a European Site.

The structure of this report follows the above three topics. This report addresses the above topics, as required, hereunder.

9.3. The likely effects on the environment

9.3.1. I consider the main environmental effects (other than those which are considered under Appropriate Assessment) can be addressed under the following headings:

- Biodiversity
- Flooding
- Impact on Heritage

Biodiversity

9.3.2. The application is accompanied by an Environmental Report and Chapter 9 (Biodiversity) of that report provides an Ecological Impact Assessment (EcIA) which examines the potential impacts and effects of the proposed scheme during its construction, operational and maintenance phases.

9.3.3. Table 9.1 outlines the study area and Zone of Influence (ZoI) for different ecological features. The ZoI varies for different ecological features depending on their sensitivity to an environmental change.

9.3.4. Relevant information within the biodiversity study area was collected through a detailed desktop review in July 2024 of existing studies and datasets. Sources include the Environmental Protection Agency (EPA) online interactive mapping tool and mapping and distribution records for protected species and habitats (including suitability index for bats) held online by the National Biodiversity Data Centre (NBDC), NPWS and Heritage Council.

9.3.5. The EcIA sets out that detailed field surveys were undertaken by qualified professional ecologists between 2020 and 2024 and are outlined in Table 9.2. The survey work was undertaken in accordance with standard guidance, systems, and methods listed in Table 9.2 and reference was also made to the NRA's Ecological Surveying Techniques for Protected Flora and Fauna during the Planning of National Road Developments (NRA, 2009a) in relation to appropriate survey seasons and methods for relevant protected species.

9.3.6. On the basis of the results of the surveys carried out to inform the baseline environment (desk study and field surveys), a number of dedicated surveys including Freshwater pearl mussel (FWPM) (*Margaritifera margaritifera*), and mammals such as (red squirrel (*Sciurus vulgaris*), Irish stoat (*Mustela erminea hibernica*), pine marten (*Martes martes*), and deer species were not deemed necessary as there was no significant habitat present within the ZoI of the proposed scheme. In addition, dedicated surveys for wintering birds were not deemed necessary due to habitat suitability and results from the desk study.

9.3.7. In relation to the Freshwater Pearl Mussels (FWPM) I note the proposed scheme is downstream of a Margaritifera sensitive area. The 'Liffey - Kings' is a catchment of extant populations, not associated with an SAC. It is approximately 82km upstream of

the proposed scheme and also upstream of Poulaphouca Dam. Because juvenile salmonids are the host species of FWPM during its larval phase, impacts on migrating salmonids can impact the FWPM catchment. However, because Poulaphouca Dam is impassable to migrating salmon, there is no impact pathway from the proposed scheme to the FWPM catchment

9.3.8. The EcIA, having defined the relevant baseline conditions within the ZoI of the proposed scheme goes onto examine 'Important Ecological Features' (IEFs) in advance of commencing the assessment of potential impacts. 'Important Ecological Features', as termed in CIEEM (2018), are defined as those ecological features which are valued at Local Importance (Higher Value) or above (NRA, 2009b). The EcIA sets out that ecological features below this value have not been carried forward to impact assessment. Impact on IEFs are characterised in accordance with the CIEEM guidelines 2018 – positive or negative (adverse), extent, magnitude, duration, frequency and timing, and reversibility.

9.3.9. In summary the 'Important Ecological Features' (IEF) are identified as designated sites for nature conservation (Sites of Dublin Bay, Grand Canal pNHA (otter) and Liffey Valley pNHA), habitats and flora (hedgerows, riparian woodland and depositing lowland rivers) and fauna (bats - commuting and foraging, Otter, Common kingfisher-commuting and foraging , Birds (breeding) White-clawed crayfish (Pollution to water), and Fish (Pollution to water)).

9.3.10. In relation to common frog (Rana temporaria) and smooth newt (Lissotriton vulgaris) and other amphibian and reptile species no significant habitat was present within the ZoI of the proposed scheme for significant populations of protected species to occur. In addition, no significant habitat was present for significant populations of protected terrestrial invertebrates to occur.

9.3.11. Section 9.2.5 outlines the activities during the construction and operational and maintenance phases that have potential to result in likely significant effects on ecological receptors. The construction phase will include site clearance, vegetation/trees removal, earthworks and construction activities while in the operational phase, maintenance of site drainage and lighting will be required and in addition there will be increased activity in the form of road users (vehicles, cyclists, and pedestrians).

9.3.12. The proposed scheme is not located within or adjoining any internationally or nationally designated sites for nature conservation. The closest internationally designated site is the Rye Water Valley/Carton SAC (site code 001398), located approximately 4.7 km north of proposed scheme.

9.3.13. The site is hydrologically connected via the River Liffey to a number of European sites within the Liffey and Dublin Bay catchment. It is necessary for the Commission to conclude that the proposed development is in accordance with the proper planning and sustainable development of the area only if it also passes the rigorous tests under Appropriate Assessment.

9.3.14. Table 9.3 details the habitat on site within the proposed scheme and adjoining area. It predominantly consists of habitats associated with agriculture, commercial development and residential development. The dominant habitat within the footprint of the proposed scheme is improved agricultural grassland (GA1). The proposed scheme also passes through numerous hedgerows (WL1), drainage ditches (FW4), including one with flowing water classifying it as a depositing watercourse (FW2), and treelines (WL2). North of the River Liffey the proposed scheme passes through an area of riparian woodland (WN5), amenity grassland (improved) (GA2), dry meadows and grassy verges (GS2), a hedgerow (WL1) and a small area of dry calcareous and neutral grassland (GS1) and scrub (WS1).

9.3.15. No protected flora (i.e. Flora (Protection) Order 2022 and Annex II species protected under the Habitats Directive) or flora species of conservation concern (i.e. red lists for vascular plants and bryophytes), were noted from the field study. Invasive plant species observed during field surveys were Himalayan balsam, Japanese knotweed, Spanish bluebell (*Hyacinthoides hispanica*) and waterweed (*Elodea* sp.) and all were either within 50m of the River Liffey or to the north of the Liffey.

9.3.16. The EcIA sets out that a 2021 survey of the fish community of the middle reaches of the Liffey (Leixlip to Poulaphouca Dam) found that brown trout (Salmo trutta) was typically the dominant species, with salmon (Salmo salar; EU Habitats Directive Annexes II & V and 'Vulnerable' in Ireland), lamprey sp. (EU Habitats Directive Annexes II), minnow (Phoxinus phoxinus), stone loach (Barbatula barbatula), pike (Esox lucius), perch (Perca fluviatilis), roach (Rutilus rutilus; S.I. 477 invasive species), three-spined stickleback (Gasterosteus aculeatus), gudgeon (Gobio gobio) and

European eel (Anguilla anguilla; critically endangered in Ireland) also present (Delanty et al., 2022). Brown trout and salmon also spawn in the main channel.

9.3.17. Aquatic survey results for three surveyed sites in 2023 and updated surveys in 2025 are presented in Appendix 9.1G. Overall the ecological baseline between 2023 and 2025 remained similar between survey years at all three sites surveyed.

9.3.18. However, the release of pollutants into watercourses can adversely impact aquatic habitats, indirectly impacting the fish community and the white-clawed crayfish. The EcIA sets out that in the absence of mitigation, pollution to water, air and/or soil is predicted to result in a significant and short to long-term effect on the fish community and the white-clawed crayfish.

9.3.19. I also note the submission of Inland Fisheries Ireland (IFI) who set out the importance of the Liffey and its tributaries in the area in supporting Atlantic salmon {Salmo salar, listed under Annex II and V of the EU Habitats Directive) and Sea trout (Salmo trutta) in addition to resident Brown trout (Salmo trutta) populations. They highlight the sensitivity of local watercourses and the Liffey catchment in general and recommend that best practice should be implemented at all times in relation to any activities that may impact on surface water or riparian habitats.

9.3.20. In response to the IFI submission the applicants points to the CEMP which contains details of the mitigation and monitoring measures (Schedule of Environmental Commitments) from the Environmental Report and the NIS. Specific mitigation measures in relation to protection of watercourses from pollution via surface water-runoff, pollution prevention control measures, measures in relation to instream works and works at the River Liffey have been included. The applicant also notes that detailed design drawings and method statements in relation to culverts and surface water outfalls will be agreed with IFI and that they will continue to engage with IFI throughout in this regard. I am satisfied with this approach.

9.3.21. In relation to bats, the riparian and broadleaf woodland habitat around the River Liffey is a particularly favoured habitat. Bat Activity Static Detector Surveys carried out in 2025 identified a total of five bat species (Leisler's bat, Nathusius' pipistrelle, common pipistrelle, soprano pipistrelle and Brown long-eared bat) foraging and/or commuting in the vicinity of the static detector deployment locations. In addition, unidentified Myotis species and Pipistrellus species were also recorded.

9.3.22. Of the structures proposed for removal, one was determined to have moderate suitability for roosting bats. However, following further Emergence surveys a complete view was achieved during the September survey whereby no emergence was observed during these surveys, and an extremely low level of bat activity was observed in the vicinity of the building.

9.3.23. In relation to trees, 55 trees or tree groups were assessed as Preliminary Roost Features (PRF) in the context of both the ground level and aerial surveys. Two very small pipistrelle roosts are present within two trees due for felling on site. I note that both common and soprano pipistrelles are widespread and abundant in Ireland and are in favourable conservation status.

9.3.24. A derogation licence was applied for and granted by the NPWS for the roost disturbance. The Derogation licence application was submitted to the NPWS and a licence (Derogation Number DER-BAT-2026-158) was granted dated 27th March 2026. The derogation licence application and supporting information all form part of the applicant's submission and are set out in Appendix 9.1J of the Environmental Report. The derogation licence issued by the NPWS was submitted to the commission in response to a further information request and is valid until the 31st December 2026. While the permitted Derogation Licence is not a mitigation measure per se, it has conditions attached to it which must be complied with.

9.3.25. The presence of badger was noted in the NBDC data search within the Study Area with 70 records of badger within 5 km of the proposed scheme. The closest record of a badger sett is approximately 200m south-west of the southern tip of the proposed scheme. During 2024 field surveys an abundance of badger evidence was identified throughout the length of the proposed scheme on both sides of the River Liffey. This included trails, snuffle holes, latrines, footprints and potential setts. Overall, there were seven potential setts identified during field surveys and are outlined in the Confidential Badger Appendix. The EcIA sets out that trail cameras were deployed at potential sett entrances and all of the seven potential setts identified during field surveys were determined to not be currently used by badger.

9.3.26. Otter is a widespread species and are presumed to forage and/or commute within the surface water bodies within the ZoI of the proposed scheme. The April 2022 survey found several signs of otter along the banks of an unnamed stream that runs through

the southwestern part of the to the proposed scheme. Otter evidence from the 2022, 2023 and 2024 field surveys is mapped in Figure 9-6 in the Appendices, however no holts were identified within the footprint of the proposed scheme. Given the lack of active holts within 150m of the proposed scheme and the general nocturnal habit of otter, construction disturbance is predicted to result in a not significant, short-term, and reversible adverse effect on commuting and foraging otter.

9.3.27. Section 9.3.7.6 sets out that 78 bird species have been recorded by the NBDC database within 5km of the proposed scheme of which four were Annex I (Birds Directive) species, 22 were Special Conservation Interests (SCI), 21 were amber listed species and 12 were red listed BoCCI species (Gilbert et al., 2021).

9.3.28. The species and numbers recorded during surveys are listed in Table 9.23 in the appendices and are typical of habitats found within urban edge/agricultural land. Of the 44 species recorded during the surveys, 11 were regarded as confirmed breeding or probably breeding within the site. Of those 11 species, one is red listed (yellowhammer) and of high conservation concern within BoCCI (Gilbert *et al*., 2021). The yellowhammer was recorded as a confirmed breeder within the site. This species has suffered population declines and is found only within the east and south of Ireland.

9.3.29. Construction will result in removal of trees and vegetation with suitability for nesting and foraging birds. However, I agree that there is an abundance of equivalent suitable foraging habitat in the locality. With mitigation the impact on breeding birds is considered to be not significant, short-term, and reversible.

9.3.30. In relation to the Amber-listed Annex I species Kingfisher, no signs of suitable kingfisher nesting habitat were observed. However, one Kingfisher was observed commuting up the Liffey in July 2024. Overall, because of the small area of degraded habitat at the proposed bridge in comparison to the abundance of alternative habitat along the river, the impact of habitat loss and disturbance from the works is predicted as not significant on commuting and foraging kingfisher.

9.3.31. Section 9.4 of the EcIA sets out the predicted impacts of the proposed development on the ecology of the site. This section includes the potential effect on designated sites and potential effects on habitats and flora and fauna during both the construction and operational phase.

9.3.32. In the construction phase indirect habitat loss or deterioration of designated sites associated with Dublin Bay from surface water run-off carrying suspended silt or contaminants into local watercourses are noted.

9.3.33. Similarly, Liffey Valley pNHA which is 5.8 km downstream of the proposed scheme could experience adverse effects caused by upstream impacts on aquatic habitats. The EcIA notes that in the absence of mitigation, the release of pollutants into watercourses may result in a potential significant, short-term, and reversible adverse effect at the national geographic scale on Liffey Valley pNHA.

9.3.34. The Grand Canal pNHA is approximately 680m from the proposed scheme. The impact on otter associated with the pNHA during the construction and operational phases has found that there is potential to impact ex situ habitat which could be used by otters associated with the Grand Canal pNHA. Overall, the detailed assessment provided in Appendix 9.1I set out that in the absence of mitigation, construction and operational phases effects on otter associated with the Grand Canal pNHA is predicted to result in a not significant adverse effect.

9.3.35. Almost all of the Hedgerow WL1 within the scheme boundary will be removed to accommodate the development. In addition, there is approximately 0.36ha of riparian woodland within the proposed scheme boundary, but approximately half of this is to be retained. The EcIA sets out that in the absence of mitigation, biodiversity loss, fragmentation and alteration is predicted to result in a significant, long-term, and partially irreversible adverse effect at the county geographic scale on riparian woodland.

9.3.36. In relation to depositing lowland rivers, as no instream works are proposed at the River Liffey crossing the only direct modification of this area of aquatic habitat will be through the shading from the proposed bridge which, due to the small area, is not anticipated to significantly impact the habitat. Channel modifications along the proposed route will result in the direct removal of the existing stream/drainage ditch habitats. Overall effect on depositing/lowland rivers are predicted to result in a not significant, partially long-term and partially irreversible adverse effect. In the operational phase the impact on depositing lowland rivers is predicted to be not significant as the proposed drainage design will reduce the quantity of pollutants from entering watercourses.

9.3.37. Overall, in the operational phase the effects on fauna are considered to be not significant as, the impact from noise and light generated by traffic and street lighting, as well as human presence will be confined to the immediate vicinity of the proposed road. In addition, fauna including otter and Kingfisher are considered to be already well habituated to human presence and anthropogenic noise, vibration and light within the existing land use surrounding the River Liffey in the environs of Celbridge.

9.3.38. Section 9.5 of the EcIA deals with mitigation. This includes measures incorporated into the design as well as construction phase mitigations The measures incorporated into the design include bridge abutments to be located at least 5m back from River Liffey banks, the working platforms for the construction of the bridge will be located outside the extent of the fluvial flooding from the River Liffey, and box culvert and two mammal underpasses will be constructed at locations along the scheme to improve permeability for mammals.

9.3.39. Mitigation measures for designated sites/aquatic ecology include detailed water protection measures including the incorporation of exclusion zones around drains and watercourses, scheduling of works to take account of weather conditions, water levels and soil wetness, instream works to be only carried out during the period July to September, the installation of appropriate run-off controls during the construction phase, the appointment of an Ecological Clerk of Works (ECoW) to oversee the works and the carry out of an updated Invasive Species surveys prior to the commencement of works on site.

9.3.40. Mitigation measures for fauna include works to be restricted to daylight hours to minimise impacts to nocturnal species, bat boxes to be erected and roosts disturbance to be completed in accordance with the permitted derogation licence, a pre-construction otter and badger survey to be carried out and the removal of existing vegetation (scrub, rough grassland, trees, treeline, and hedgerow) to avoid the bird nesting season (March to August, inclusive).

9.3.41. In the operational phase no additional mitigation measures are proposed as the measures incorporated into the design are sufficient to avoid/minimise the operational phase impacts on IEFs and non IEFs.

9.3.42. Table 9.4 details the residual effects in the construction phase and table 9.5 details the residual effects in the operational phase on each IEFs.

9.3.43. Overall section 9.6 of the EcIA concludes that no residual effects will occur provided the mitigation measures are implemented in full. I have considered the matters raised in the public submissions. Having reviewed the information set out on file I am satisfied that the EcIA provides a detailed, robust and thorough consideration and overall conclusion of all matters pertinent to an EcIA. I see no reason why the proposed development subject to mitigation measures as set out in the EcIA would significantly adversely impact on local ecology.

Flooding

9.3.44. The application is accompanied by a Flood Risk Assessment Report prepared by RPS dated November 2025. I note that no concerns were raised in the submissions received in relation to flood risk.

9.3.45. The Planning System and Flood Risk Management Guidelines, 2009 outlines in Table 3.1 the 'vulnerability of different types of development'. I consider the proposed development to be local transport infrastructure and, therefore, classified as 'Less Vulnerable Development'. As a portion of the site is considered to be located in Flood Zone A, a Justification Test is required in accordance with Table 3.2 of the guidelines.

9.3.46. The FRA sets out that there are four watercourses of influence to the site area - The River Liffey, Hazelhatch River, Shinkeen River and Loughlinstown Stream.

9.3.47. The OPW CFRAM mapping indicates that the eastern part of the proposed scheme is in an area in which flood risk is under review. This area has been subject to widespread and severe historic flooding. As the proposed CHMC is to provide a critical transport link between Celbridge and Hazelhatch, its alignment cannot avoid this area.

9.3.48. The extent of potential flooding at the western section of the proposed scheme where it crosses the River Liffey, is limited in area. However, at the eastern edge of the proposed River Liffey crossing, the potential flooding does extend beyond the banks of the Liffey.

9.3.49. The FRA sets out that the more recent Hazelhatch Further Study has superseded the CFRAM mapping of the Hazelhatch River and Shinkeen River floodplain. This study was commissioned following a recommendation made in the CFRAM study for further

analysis to establish more certainty in the hydraulic model flood predictions for the Hazelhatch River and Shinkeen River catchments.

9.3.50. Figure 4-5 shows CFRAM predicted fluvial flood extents for 'present-day' conditions while Figure 4-6 shows the flood extent from the Hazelhatch Further Study Fluvial Predictive Flooding - Present Day.

9.3.51. The FRA states that the Strategic Flood Risk Assessment (SFRA) prepared as part of the Kildare County Development Plan 2023-2029 in March 2022, does not assess Celbridge town, as it was deemed more appropriate to assess the town in a separate local area plan given the size and population of the town. A Strategic Flood Risk Assessment was completed as part of the Celbridge Local Area Plan 2017-2023 in September 2017. The SFRA maps indicate the site to be partially contained within Flood Zone A & B and is set out in Figure 4-7.

9.3.52. The conclusion of FRA Stage 1 indicates the subject site is at risk of fluvial and pluvial flooding. Fluvial flooding from the Hazelhatch River is identified as the primary source of flood risk to the proposed scheme. In addition, pluvial flooding was identified as a possible risk to the site due to the extent of the hardstanding area proposed for the development, and also the soils present at the site are noted to be a combination of poor and well-draining soils. GSI historic mapping indicates surface water in and adjacent to the proposed route.

9.3.53. The inland site location is not influenced by coastal water levels and groundwater flooding was not identified as a significant risk.

9.3.54. The FRA Stage 2 sets out that proposed River Liffey Bridge Crossing will consist of a single span of 65.50 metres completely across the CFRAM 0.1% AEP flood extent and is shown in Figure 5-2. As such, there will be no interaction between the proposed bridge and the predicted flooding from the River Liffey for flood events up to and including the 0.1% AEP event.

9.3.55. The Hazelhatch further study (which has superseded the CFRAM mapping of the Hazelhatch River and Shinkeen River floodplain) sets out that there is no predicted flooding from the Shinkeen River in the vicinity of the proposed scheme, but the proposed scheme intersects the predicted 1% and 0.1% AEP flood extents from the Hazelhatch River.

9.3.56. The Loughlinstown River Crossing consists of a culvert crossing the open channel to facilitate the proposed scheme and is shown in Figure 5-5. The Section 50 Letter of Approval from the OPW is provided in Appendix B attached to this report. The proposed culvert provides a minimum freeboard of 0.3m for the design flow as per the requirements of Section 50 of the 1945 Arterial Drainage Act. Therefore, the proposed scheme with this culvert in place does not pose a fluvial flood risk. The details on the flow calculations are included in the Section 50 report included in Appendix A of the FRA report.

9.3.57. In relation to pluvial flooding the GSI Synthetic Aperture Radar (SAR) seasonal flood map shows a low confidence of historic pluvial flooding intersecting the proposed alignment of the proposed scheme. This is set out in Figure 4-4 and is most likely attributed to low lying, flat and poorly drained greenfields in the vicinity of the route. The FRA sets out that the proposed drainage design for the route includes for filter drains along the southern perimeter which will intercept rainfall and allow discharge to the Hazelhatch River and River Liffey. The drainage design includes for bioretention features (Basins and Swales) designed to provide storage for up to the 1-in-100-year rainfall event including uplift for climate change whilst limiting discharge to receiving watercourses to the greenfield discharge rate (i.e. QBAR). The proposed scheme will improve the field drainage at the possible flooding location thereby reducing the pluvial flood risk.

9.3.58. The Stage 2 assessment concludes that the proposed scheme will not have a negative impact on the pluvial flood risk to the proposed scheme and elsewhere, and also it does not interact with the CFRAM predicted 0.1% AEP flooding from the River Liffey and Shinkeen River Catchments. The proposed Loughlinstown Stream crossing also does not pose a fluvial flood risk. Hence no further assessment is required for these areas.

9.3.59. The Stage 2 assessment concludes that it is not possible to fully assess the likely implications of the proposed scheme on the Hazelhatch River predicted flooding at this stage, therefore a Stage 3 assessment is required for the source of flood risk.

9.3.60. The Stage 3 Detailed Flood Risk Assessment sets out that the Hazelhatch Further Study (HFS) provides the most complete and up to date information available on the predicted flood risk to the proposed scheme from the Hazelhatch River. Permission

was granted by Kildare County Council to utilise the hydraulic model developed from this study for the purpose of the FRA.

9.3.61. The hydraulic model was run to establish the existing flooding conditions for the proposed scheme from the Hazelhatch and Shinkeen Rivers. The proposed scheme traverses the 1% AEP and 0.1% AEP predicted flood extents from the Hazelhatch River. This flooding is largely a consequence of the surcharging and backwater effects of existing culverts downstream. The existing ground terrain immediately upstream and downstream of the proposed scheme is relatively flat and low-lying, hence the predicted floodplain essentially acts as flood storage during extreme flow events and has little or no conveyance.

9.3.62. The 'Mitigation Measures Scenario' includes 15 no 0.9m culverts under the road (each 60m in length), 4 no 1m deeps drainage ditches (500m total length) running parallel with the route and outfalling to watercourses and a swale on the downstream side of the proposed scheme outfalling to the Hazelhatch River. This showed a maximum increase in 0.1% AEP predicted Flood Depth of 13mm (32mm reduction on 'No Mitigation Measures' Scenario) and a maximum decrease in 0.1% AEP predicted Flood Depth of 3mm (16mm reduction on 'No Mitigation Measures' Scenario).

9.3.63. The FRA sets out that the existing residential dwellings in the vicinity of the Hazelhatch and Shinkeen Rivers were assessed to establish the potential flood risk impact from the proposed scheme. A threshold survey was carried out by Murphy Surveys to obtain the Finished Floor Levels (FFL) for the residential dwellings. The finished floor levels for the residential dwellings were compared with the predicted flood levels based on existing conditions to determine the available freeboard (height of FFL above flood level) for each property prior to construction of the proposed scheme.

9.3.64. Based on the FFL obtained, Table 6-5 and Figure 6-12 identifies existing properties at flood risk prior to any proposed development - 3 properties (Property 12,13 and 33) were identified in the 1-in-50 year return period, while 4 properties (Property 12,13,21 and 33) were identified in the 1-in-100 year return period and 1-in-1000 year return period. The remainder of the properties on the fringe the floodplain are shown to be outside of the floodplain.

9.3.65. I note Table 6-5 gives a total of 6 properties at risk of flooding in the 1-in-1000 return period. However, this is a typo as the table identifies 4 properties at risk of flooding in

the 1-in-1000 return period and this is also made clear in Table 6-8 and in Section 6.3.3.3 Impact Assessment.

9.3.66. Figure 6-13, Figure 6-14 and Figure 6-15 illustrate the predicted change in flood depths between the proposed CHMC with mitigation measures scenario and the existing flood conditions for the 1-in-50 year return period, the 1-in-100 year return period and the 1-in-1000 year return period. As a result of the proposed development with mitigations areas of new flooding as well as areas removed from flooding are also shown.

9.3.67. Section 6.3.3.3 details the Impact Assessment outcomes. Tables 6.6 to 6.8 shows the changes in freeboard at the neighbouring properties in the 1-in-50 year return period, the 1-in-100 year return period and 1-in -1000 year return period as a result of the development with and without mitigation.

9.3.68. I note that the properties identified at risk of flooding prior to any development (Property 12,13,21 and 33) are still at risk of flooding post construction with mitigation, however their freeboard levels have increased slightly, generally between 10mm and 13mm in the 1 in 50 year return period. The tables identify these properties in red with their freeboard level increasing as a result of the works albeit they are still in a negative position. In the 1-in-100 year return period and 1-in -1000 year return period there is also a positive increase in freeboard, however this is very slight for Property 21 showing just a 1mm increase in the 1-in-100 year return period and a 2mm increase in the 1-in -1000 year return period.

9.3.69. Tables 6.6 to 6.8 also detail properties that will see a decrease in their freeboard as a result of the proposed development. Table 6.6 sets out that 8 properties (Properties 23 to 30) will result in a decrease in freeboard in the 1-in-50 year return period. Table 6.7 sets out that 18 properties (Properties 1A,1 to 9 and 23 to 30) will result in a decrease in freeboard in the 1-in-100 year return period and Table 6.7 sets out that 20 properties (Properties 1A,1 to 11, 24 to 30 and property 37) will result in a decrease in freeboard 1-in -1000 year return period.

9.3.70. In response to the further information request the applicant sets out that while these properties will see a decrease in freeboard they are located outside of the floodplain. The applicants notes that the potential for minimal increase in water level to the

southwest of the proposed development is contained within existing greenfield and public realm areas with no impact on existing dwellings.

9.3.71. The applicant's response goes on to note that a reduction in freeboard of 0.01m (10mm) or less is noted within the FRA to 18no. properties located outside of the floodplain for the 1-in-100 year flood event. 15no. of these properties retain freeboard in excess of 500mm in the 1-in-100 year flood event whilst 3no. properties (Property 1, 1A and 2) have existing freeboard less than 500mm. These 3no. properties may experience a 0.01m (10mm) reduction in freeboard as a result of the proposed scheme. However, these properties are located outside of the current and future floodplain and therefore does not constitute an increase in flood risk. The applicant concludes that all 18no. properties retain freeboard above the 1-in-100 year event with an allowance for climate change (and the 1-in-1000 year event), in compliance with the KCC CDP 2023–2029 SFRA requirements for development in floodplains.

9.3.72. Overall, I am satisfied with the Stage 3 assessment conclusion and the clarification outlined in the response to the further information request. Following construction of the proposed scheme with the additional flood mitigation measures I am satisfied that no additional residential dwellings will be introduced into the predicted flood extents for fluvial flood events up to and including the 1-in-1000 year return period. The results of the analysis showed the proposed CHMC provides an improved freeboard and benefits the most vulnerable residential dwellings located within proximity of the proposed CHMC. The properties which will have a decrease in freeboard as a result of the proposed development are located outside of the current and future floodplain and therefore do not constitute an increase in flood risk.

9.3.73. Table 7.1 (Justification Test) of the applicants FRA addresses each of the criteria set out in Box 5.1 (Justification Test for development management) of the Planning System and Flood Risk Management guidelines. It is considered appropriate to address each of the criteria as the proposed scheme is strategic infrastructure and a section of the proposed infrastructure lies within the Hazelhatch River Fluvial Flood Zone A.

1. **The subject lands have been zoned or otherwise designated for the particular use or form of development in an operative development**

plan, which has been adopted or varied taking account of these Guidelines.

Objective TMO 66 in the Kildare County Development Plan 2023 - 2029 states that it is an objective of KCC to: "Secure the implementation of the Priority Road and Bridge Projects and the Regional Roads Identified for Improvement (Table 5.4 and 5.5, refer) and maintain corridors free from development to facilitate future roads, cycle facilities and other transport infrastructure improvement identified within this Plan and Local Area Plans."

Table 5.4 – Priority Roads and Bridge Projects in the development plan identifies '(G) A second river crossing in Celbridge,' from the 'R403 Clane Road to the Hazelhatch Train Station.'

The proposed application is considered to be in accordance with criteria 1.

2. The proposal has been subject to an appropriate flood risk assessment that demonstrates:

(i) The development proposed will not increase flood risk elsewhere and, if practicable, will reduce overall flood risk;

As outlined above the proposed scheme is within the Hazelhatch River predicted floodplain. The FRA Stage 3 assessment has detailed that the proposed scheme with mitigation does not increase fluvial flood risk elsewhere from the Hazelhatch River. The results of the analysis showed the proposed scheme provides an improved freeboard and benefits the most vulnerable residential dwellings located within proximity of the proposed scheme.

Having regard to the information provided in the FRA, which is robust and evidence based it is clear that the proposed development constructed with mitigation does not increase the risk of flooding to adjacent properties. The proposed application is considered to be in accordance with criteria 2(i).

(ii) The development proposal includes measures to minimise flood risk to people, property, the economy and the environment as far as reasonably possible;

The minimum road level for the section of the proposed scheme located in Flood Zone A and B is set above the existing 0.1% AEP peak water level plus freeboard. Therefore, the proposed route will be removed from the flooding and remain accessible during flood event. In my opinion the proposed mitigation measures minimise the flood risk to people, property, the economy, and the environment, as far as reasonably possible. The proposed application is considered to be in accordance with criteria 2(ii).

(iii) The development proposed includes measures to ensure that residual risks to the area and/or development can be managed to an acceptable level as regards the adequacy of existing flood protection measures or the design, implementation and funding of any future flood risk management measures and provisions for emergency services access; and

The proposed route, located in Flood Zone A, will be removed from the flooding and remain accessible. The out-of-bank flooding upstream and downstream of the proposed scheme will be intercepted and pass through the 15no. floodplain culverts underneath the proposed infrastructure to mitigate obstruction of floodplain flow. It is my view that adequate measures have been provided as part of the development to ensure that residual risks to the area and the development can be managed to an acceptable level. The proposed application is considered to be in accordance with criteria 2(iii).

(iv) The development proposed addresses the above in a manner that is also compatible with the achievement of wider planning objectives in relation to development of good urban design and vibrant and active streetscapes

It is my opinion that the proposed scheme fulfils objective TMO 66 of the Kildare County Development Plan 2023 – 2029 in providing a new mobility corridor between Celbridge and Hazelhatch and Celbridge Train Station. The proposed corridor will also provide connectivity for future development. The proposed application is considered to be in accordance with criteria 2(iv).

9.3.74. It is my opinion that the proposed development satisfies each of the criteria set out in the justification test, in this regard the proposal fulfils objective TMO 66 of the Kildare

County Development Plan 2023 – 2029 in providing a new mobility corridor between Celbridge and Hazelhatch and Celbridge Train Station. The scheme has been subject to a Site-Specific FRA. The FRA includes a number of flood mitigation measures, in particular 15 no culverts under the road, 4 no drainage ditches running parallel with the route and a swale on the downstream side of the proposed scheme. With these mitigations measures incorporated into the design no additional residential dwellings will be introduced into the predicted flood extents for fluvial flood events up to and including the 0.1% AEP event. It is also noted that the proposed scheme provides an improved freeboard for all properties currently identified within the flood extent prior to any proposed development.

9.3.75. Overall, I am satisfied that the proposed development will not cause or exacerbate a flood risk at other locations. Having regard to information submitted and outlined above which I consider to be robust and evidence based, I am satisfied that the proposed arrangements would not result in a potential flood risk within the site or to any adjoining properties.

Impact on Heritage

9.3.76. Chapter 10 (Cultural Heritage) of the Environmental Report provides an archaeological, cultural and architectural heritage assessment, prepared by Courtney Deery Archaeology and Cultural Heritage. It is based on desktop research, site surveys and a geophysical survey (licence reference 23R0401) of the proposed route corridor.

9.3.77. In accordance with the TII Guidelines for Cultural Heritage Impact Assessment of TII National Road and Greenway Projects, a study area of 250m from the project land take area is used in the assessment and is shown in Figure 10-1.

9.3.78. The route of the proposed scheme traverses across ten pasture and grazing fields, three overgrown fields to the south of the River Liffey and a landscaped area associated with the Abbey Farm housing estate to north of the River Liffey. The fields are subdivided by hedgerow and treelined drainage ditches.

9.3.79. The field on the northern side of the River Liffey (Field 13 as identified in Figure 10-2) is a landscaped riverside public park area associated with Abbey Farm housing estate.

It was formerly associated with Celbridge Demesne but there is no longer a physical or visual link between these lands and Celbridge Abbey.

9.3.80. The geophysical survey did reveal two features of possible archaeological origin, GS1 – possible barrow site and GS2 – possible remains of a shallow broad pit-type feature. However no large-scale unrecorded subsurface sites were revealed within the proposed development area as part of the geophysical survey.

9.3.81. Six RMP / SMR sites and their Zones of Notification (ZoN) are located within 250m of the proposed development and are detailed in Figure 10-7. The RMP sites are listed in Table 10.4 and described in detail in Appendix 10.1D.

9.3.82. There will be no direct impacts or indirect setting impacts on any of the RMP sites located within a 250m radius of the proposed development, as they all lie well outside the lands to be acquired to facilitate construction of the scheme.

9.3.83. Seven protected structures are located within 250m of the proposed development and are detailed in Figure 10-8. These sites are also listed in the NIAH. The RPS sites/NIAH are listed in Table 10.5 and described in detail in Appendix 10.1D. The four RPS sites at the northern end of the scheme are associated with the southwestern most extent of the former Celbridge Abbey Demesne and the river and the remaining three located at the southeastern end of the scheme relate to the railway line in Hazelhatch.

9.3.84. None of the RPS sites within 250m of the scheme or their settings will be directly affected by the proposed development as they lie well outside the road construction corridor. The report refers to Vanessa's Bower (BH11-126), a folly located within Celbridge Abbey Demesne and notes that it is located adjacent to rock bridge (130m northeast) rather than on the northern banks of the River Liffey as detailed in the Kildare RPS.

9.3.85. The northernmost end of Temple Mills ACA (Figure 10-11) is within the 250m study area of the scheme and is detailed in Figure 10-11. I am satisfied that as a result of the proposed development there will be no change to the setting or visual amenity of the northern end of the Temple Mills ACA.

9.3.86. Overall the proposed development will have no direct or indirect negative effects on any designated archaeological sites (RMP sites, national monuments) or any architectural heritage sites (protected structures, NIAH structure or garden sites or

ACA's). I note that there will be a direct, negative, permanent impact on the possible ring barrow site (GS1) and the pit-like feature (GS2) discovered during the geophysical survey. GS1 is located within the construction compound and GS2 is located within the route, however I am satisfied that with the stated approach of these sites being preserved by record under licence from the Department.

9.3.87. In addition, targeted archaeological testing in advance of any site preparation works and archaeological monitoring of earthmoving works is proposed and in the event of the discovery of archaeological finds or remains, the NMS and the National Museum of Ireland (NMI) will be notified. The proposed development does not require works within the River Liffey or its banks and as such will have no impact on any in-situ underwater archaeology that might be present.

9.3.88. The applicant sets out that in the construction phase all methodologies will be agreed in advance with the National Monuments Section of the Department of Housing, Local Government and Heritage (DHLGH). I am satisfied with this approach and recommend a suitably worded condition in this regard.

9.4. **The likely consequences for the proper planning and sustainable development of the area:**

9.5. The proposed CHMC consists of approximately 2km of single carriageway with cycle path and footpath from a proposed junction on the R403 Clane Road to the R405 Hazelhatch Road and continuing the last 0.275km south along the R405 to Loughlinstown Road roundabout near Hazelhatch and Celbridge Train Station. It includes a new bridge crossing over the River Liffey. The proposed CHMC will allow for more active travel options for the residents living north of the river that are attempting to travel southeast to the train station. The proposed mobility corridor will also facilitate access to proposed key development areas and educational lands situated south of the river, incorporating suitable junctions to interface with the existing regional and local road networks.

9.6. This application is accompanied by a separate Compulsory Purchase Order ref: ACP 323853-25 in which it is sought to acquire various sections of lands along the route. The development includes a permanent land take (including roadbed) of 12.4ha, a

temporary land take of 0.7ha and approximately 15 no. landowners are impacted by this land take.

9.7. The content of the submissions is broadly supportive of the project, however given the variety of issues raised within the submissions received, I will consider the issues raised on a themed basis within the relevant sections of the report hereunder. In section 6 above all submissions are summarised and the Council's response to each of the submissions has also been briefly summarised.

9.8. I have read the entire contents of the file including the NIS, Environmental Report, Planning Report and supporting documentation, all submitted with the application. I have visited the subject site and its surroundings. I have read in full the submissions submitted in respect of the application including the third-party submissions, the submissions from prescribed bodies and the submissions from the Local Authority. I consider the critical issues in determining the current application before the Commission are as follows:

- The principal of the development in conformity with planning policy,
- Need, justification and purpose of the development,
- Proposed design and conformity with recommended standards,
- Residential and Community Amenity,
- Potential Impact on the Climate.

<u>The principal of the development in conformity with planning policy</u>

9.8.1. Planning policy at national, regional and local levels that supports the principle of the Celbridge to Hazelhatch Link Mobility Corridor (CHMC) is highlighted in section 5 above and discussed in more detail below. The delivery of the link corridor is specifically supported through planning policy in the current Kildare County Development Plan 2023-2029.

9.8.2. The National Development Plan Review 2025 is the governments primary infrastructure investment plan. The NDP identifies only a very limited number of projects and does not identify the proposed CHMC. It does however reference the proposed Dart+ South West expansion which includes the provision of electrified

services on the Celbridge-Hazelhatch line. The proposed CHMC will enhance the utility of the proposed DART+ South West rail service for the residents of Celbridge.

9.8.3. The proposed development would also be compatible with National Strategic Outcomes under the National Planning Framework 2040. Celbridge is located in the GDA, less than 20 kilometres from Dublin City Centre. NSO 2 seeks to achieve better regional accessibility, and the proposal would support this through improved connectivity between Celbridge and the Hazelhatch and Celbridge Train Station which in turn will have enhanced connectivity to Dublin through the permitted Dart+ South West. NSO 1 concerns compact growth which is supported by a second Liffey river crossing and link road to Hazelhatch and Celbridge Train Station. The proposed CHMC would also open up lands for development in the southwest of Celbridge. In the Celbridge LAP 2017-2023 (expired) lands at this location were zoned for residential development with an estimated capacity of 1,050 residential units and the LAP included a design concept for these lands known as Key Development Area 5 - Simmonstown.

9.8.4. The CHMC is not specifically mentioned in the Regional Spatial and Economic Strategy for the Eastern and Midland Region, however the proposed scheme is directly compatible with a number of RSOs including RSO 2 - Compact Growth and Urban Regeneration and RSO 6 - Integrated Transport and Land Use. The DART expansion programme is identified as a key transport infrastructure investment and I note the CHMC will provide enhanced pedestrian, cyclist and vehicular access to Hazelhatch and Celbridge Train.

9.8.5. Similarly, the Transport Strategy for the Greater Dublin Area 2022-2042 supports the delivery of the DART+ Programme. The Transport Strategy prioritises active and public transport but does recognise the need for enhanced road infrastructure in certain circumstances. Overall, the CHMC will enhance the benefits of the DART+ Programme by providing enhanced access to planned services at Hazelhatch and Celbridge Train Station.

9.8.6. The Kildare County Development Plan 2023-2029 defines the local planning framework for the area. Chapter 5 ‘Sustainable Mobility and Transport’ aims to promote and facilitate ease of movement within and through County Kildare, by integrating sustainable land use planning and a high-quality integrated transport

system and to support and prioritise investment in more sustainable modes of travel, the transition to a lower carbon transport system, and the development of a safer, efficient, inclusive, and connected transport system.

9.8.7. Objective TM 066 in the development plan seeks to secure the implementation of the Priority Road and Bridge Projects and the Regional Roads identified for Improvement (Table 5.4 and 5.5, refer) and maintain corridors free from development to facilitate future roads, cycle facilities and other transport infrastructure improvement identified within the Plan and Local Area Plans. Table 5.4 – Priority Roads and Bridge Projects in the development plan identifies '(G) A second river crossing in Celbridge,' from the 'R403 Clane Road to the Hazelhatch Train Station.'

9.8.8. In addition, the applicant sets out that the proposed CHMC directly supports several policies included in Chapter 5: Sustainable Mobility of the CDP, across headings such as sustainable movement, walking and cycling, public transport, and the road and street network. I am in agreement as cycling and walking facilities are a central component of the proposed CHMC design and will aid in the promotion of walking and cycling as safe and viable options in accessing both Hazelhatch and Celbridge Train Station and Celbridge town centre. Secondly the new bridge and link road will help to address issues of congestion in Celbridge by providing a high-quality facility, designed to current standards, which will redistribute traffic away from the town centre.

9.8.9. The applicants in their Planning Report references the Celbridge LAP 2017- 2023 and the fact that it is stated on the KCC website that the Council will have regard to the Celbridge Local Area Plan 2017 - 2023 until such time as it is reviewed or another plan made. I note a new Celbridge LAP has not yet been made and a new draft Celbridge LAP has not yet been published.

9.8.10. The zoning map in the LAP identifies 2 no potential river crossing corridors (subject to environmental assessment). The most southern corridor represents the crossing as part of the current proposal. The lands to northwest of the River Liffey through which the proposed link road will pass was zoned 'Strategic Open Space' along the river and 'Community and Education' where it links to the existing Clane road. The lands to the southeast of the River Liffey within the LAP boundary were mainly zoned new residential. The eastern part of the proposed CHMC from the LAP boundary to the

Hazelhatch and Celbridge train station will pass through agricultural land which is unzoned before it links with the existing Loughlinstown Road Roundabout.

9.8.11. In the Celbridge LAP 2017-2023 there was broad support for the proposed development. Section 8.3 (Road and Street Network) of the LAP references congestion being a significant problem in the town centre and the possible construction of two new bridges in order to satisfy the need for a new river crossing. The Transport and Movement Map (Map 8.1) in the LAP provides for a "New Roads Objective" extending in a south easterly direction to the LAP boundary. The western section of the proposed route will follow this indicative route. In addition, Section 12 of the LAP provides a design concept for the Simmonstown KDA outlining broad parameters for the future development of this area. This is the area that the proposed CHMC will pass. The vision for the area is a residential area including a primary school that consolidates the southern environs of Celbridge, establishes an attractive edge to the town and provides for improved access to the Hazelhatch Road and train station

9.8.12. In relation to the Celbridge Local Area Plan 2017-2023 I refer the Commission to section 5.7.17 above. The Celbridge Local Area Plan was adopted at a special meeting of Celbridge – Leixlip Municipal District on 17th of August 2017 and in accordance with the provisions of Section 20 of the Planning and Development Act 2000 as amended came into effect six weeks after the adoption on 28th September 2017 for a period of 6 years. Consistent with the Planning Act 2000, section 1.2 of the Celbridge LAP 2017-2023 clearly states that 'The period of this plan shall be taken as being six years from the date of its adoption or until it is reviewed or another plan made, unless it is extended under section 19 (d) of the Planning and Development Act 2000 as amended.'

9.8.13. While objective CS 09 of the KCDP 2023-2029 states, it is an objective of the Council to 'Review and prepare on an ongoing basis a portfolio of Local Area Plans (LAPs) for the mandatory LAP settlements (and environs, where appropriate) of Naas, Maynooth, Newbridge, Leixlip, Kildare, Athy, Celbridge, Kilcock, Monasterevin, Sallins, Clane and Kilcullen in accordance with the objectives of the County Development Plan and all relevant Section 28 Ministerial Guidelines'14 (Footnote 14 states that 'Where any objectives of an LAP are deemed to be no longer wholly consistent with the County Development Plan, the Planning Authority, will, where practical, consider options regarding the initiation of a review and/or prepare a statutory amendment to the LAP.') The Celbridge Local Area Plan 2017-2023 has not been 'reviewed or another' LAP made and the

LAP has not been extended under the provisions of the Planning Act 2000 (as amended). Therefore, the LAP expired on the 27th September 2023.

9.8.14. The Commission will note that the Kildare County Development Plan 2023 – 2029 was adopted on the 9th of December 2022 and came into effect on the 28th of January 2023 and is the current statutory plan for County Kildare, including Celbridge. However, the KCDP 2023-2029 does not include zoning for Celbridge and relies on the Celbridge Local Area Plan 2017-2023. Having regard to the fact that the Kildare County Development Plan 2023-2029 does not provide zoning for Celbridge town and that fact that the Celbridge Local Area Plan 2017-2023 has expired, the subject site is therefore not partly located on zoned lands.

9.8.15. In this context, the current statutory plan to be complied with is the Kildare County Development Plan 2023-2029. The current KCDP does provide specific support for the proposed development under Objective TM 066 which seeks to secure the implementation of the Priority Road and Bridge Projects listed in Table 5.4. Table 5.4 identifies the need for a second river crossing in Celbridge from the R403 Clane Road to the Hazelhatch Train Station.

9.8.16. While there is no specific zoning identifying the route of the proposed CHMC, I am satisfied that the proposal reflects the overarching objectives of the Development Plan as identified above, and that the route has been selected following a comprehensive environmental assessment as described in sections 9.3 and 9.5 of this report.

9.8.17. Objective TMO66 in the KCDP also require the maintenance of corridors free from development that could interfere with provision of the projects listed in Table 5.4 and 5.5. This demonstrates that the provision of the proposed scheme is a primary objective under the plan, in preference to other land use / development options along route option corridors. Overall, I am satisfied that the principle of the CHMC is supported under the Development Plan

9.8.18. Section 9.4.72 below of this report considers potential impact upon the climate as a result of the proposed development, as well as reflecting upon obligations under the Climate Action Plan 2025. Chapter 5 (Sustainable Mobility and Transport) of the Development Plan highlights that active transport and public transport account for a very small proportion of journeys to work in the county, indicating a high reliance on private car travel and it is therefore essential to achieve a significant modal shift in the

county during the lifetime of the CDP. The proposed development incorporates active travel measures which respond positively to the climate change strategy for the County, by encouraging a modal shift towards sustainable transport modes (improved pedestrian and cycle infrastructure). The proposed CHMC will improve connectivity to the Hazelhatch and Celbridge train station which is linked to the DART+ South West where increased capacity and service frequency will be available. No significant adverse effect upon the climate is anticipated as a result of the proposed development, and I am satisfied that the proposal is compatible with the climate policy and objectives set out under the Development Plan.

9.8.19. Chapter 12 of the Development Plan concerns the 'Biodiversity and Green Infrastructure' for the County. Key policies and objectives include BI O26, BI O27, BI O28 and BI O29 which refer to the protection of hedgerows and trees, and where their removal is unavoidable, the need for mitigation planting. The proposed development of the CHMC includes the removal of 126 no. individual trees, circa 0.4446 ha groups of trees, 445m length of hedgerow and 135m2 of scrub. The Arboricultural Impact Assessment (AIA) and Tree Management Plan submitted as part of the application categorised 69% of the trees as "Low quality". In order to mitigate this loss, it is proposed to plant 2,207m of new hedgerows along with 219 trees. A more comprehensive list of relevant policies and objectives under the development plan is set out in section 5, and these policies and objectives have been considered during the assessment carried out in sections 9.3 and 9.5 in this report.

9.8.20. Overall, I am satisfied that the principle of the proposed CHMC is supported under national, regional and local planning policy as described above. In terms of the acceptability of the specific proposals set out in this current application before the commission, a wider assessment of development impacts is required, including biodiversity, flooding and AA, and I carry out these assessments within this report.

<u>Need, justification and purpose of the development</u>

9.8.21. Section 2.2 and 5.3 of the applicants Planning Report addresses the background and need for the proposed development. Central to the justification for the proposed CHMC is Celbridge is served by commuter rail at Hazelhatch and Celbridge Train Station approximately 3km to the south of the town centre. The current rail service provides a

connection to Dublin City Centre with capacity of c. 5,000 passengers per hour per direction and this will significantly increase following the delivery of DART+ South West. Current poor access to Hazelhatch and Celbridge Train Station and the lack of high-quality cycling/pedestrian facilities along the existing route hinders the attractiveness of train services for commuters, particularly for residents living north of the river.

9.8.22. The proposed second River Liffey Crossing and link road to the Train Station will improve the transport network capacity for all pedestrians, cyclists and vehicular traffic, will encourage a modal shift to more sustainable modes and enhance the urban realm in the town centre.

9.8.23. The applicant indicates that a number of previous transportation studies were undertaken for Celbridge and each of these studies had highlighted the need for a second vehicular river crossing in the town to adequately address the current traffic situation and improve the circulation of the road network. The single vehicular bridge crossing in Celbridge is deemed inadequate for a town of its size.

9.8.24. The applicant sets out that the options selection involved consideration and assessment of various alternatives/options to identify an emerging preferred option and ultimately selection of a preferred option to progress to subsequent preliminary design and planning phases.

9.8.25. In the alternatives considered a total of ten do-something route options were considered, along with do nothing, do-minimum and traffic management alternatives. All options were assessed under the criteria of engineering, economy and environment. It was determined that a do something option was required for the project as the congestion and a lack of circulation in the road network as a result of the single bridge crossing severely restricted the options available for alternative solutions.

9.8.26. The applicant details that five out of the total of ten route corridor options were shortlisted at Stage 1 Preliminary Option Assessment and were brought forward to Stage 2 assessment. These were Options A, A1, B, C and E. A layout drawing of these options (Figure 3-3) is shown in the Engineer's Report in the associated CPO application, ACP 323851-25. The route corridors were presented to the public during a Non-Statutory Public Consultation period (PC 1) which ran from the 12th of February to 11th March 2021. These options were assessed in Stage 2 under the criteria of

Economy, Safety, Environment, Accessibility & Social Inclusion, Integration, and Physical Activity. Following the Appraisal process of all the shortlisted options, an Emerging Preferred Option was identified (Option C). This was presented to the public during the second non-statutory public consultation period which ran from 28th March until 6th May 2022 (PC 2). The applicant sets out that taking into consideration the feedback received from the members of the public, the presented Route Corridor Option C was subsequently adjusted on the northern end of the route between the service station and the garden centre adjacent to Celbridge Abbey. The adjustment allowed for a greater separation between the proposed road and the existing residential dwellings of the Abbeyfarm housing estate.

9.8.27. Chapter 4 (Traffic and Transport) in the Environmental Report sets out that the existing network has limited provision for cyclists and pedestrians wishing to travel between the town centre and the rail station. The roads are reflective of their origins, era of construction and the staged nature of road improvements over the years. Details and a description of the Existing Road Network and the existing River Liffey Bridge which is a protected structure are presented in Appendix 4.1A.

9.8.28. The impact of the proposed scheme on traffic flows together with the assessment of impacts is presented in Table 4.2. Overall, it shows the proposed scheme having a net benefit in terms of traffic changes as it reduces flow on key built up locations in the town, particularly Celbridge Bridge, R403 Clane Road, south of Celbridge Bridge, R405 Hazelhatch Road, east of Celbridge Bridge, and Newtown Road, south of Celbridge Bridge.

9.8.29. The impact of the proposed scheme on pedestrians and cyclists was not modelled as the existing network has limited provision for cyclists and pedestrians wishing to travel between the town centre and the rail station making it unattractive for commuters to access the Train services, particularly for residents living north of the River Liffey. Having regard to the DART+ South West project, long-term positive cumulative effects are likely as both projects will support the development and improvement of sustainable transport in that the CHMC will improve connectivity to the train station and access to sustainable transport modes of improved rail services.

9.8.30. In addition, the development of lands in the southeast of Celbridge, zoned residential and identified as the Simmonstown KDA in the last Celbridge LAP (now expired) will

be enabled by a second river crossing and the provision of the western part of the proposed CHMC.

9.8.31. I have undertaken my own site visits to Celbridge and I also note the broad support for the proposal in the submissions received. I am satisfied that sufficient justification is presented to support the principal of the proposed development as the most appropriate option to deliver high-quality cycling/pedestrian connectivity to the Celbridge and Hazelhatch train station. I also note that the proposed CHMC including the new bridge over the Liffey will enhance connectivity within Celbridge and open up lands that were zoned in the last LAP for potential development.

Proposed design and conformity with recommended standards

9.8.32. The proposed new mobility corridor is approximately 2km in length providing access for cyclists, pedestrians and vehicles from Celbridge town to Hazelhatch and Celbridge Station. The CHMC will connect the predominantly residential areas to the south-west of the town centre to the townland of Simmonstown, a mostly greenfield area currently in agricultural use, which was identified within Celbridge Local Area Plan 2017 – 2023 (LAP) as Key Development Area 5 (KDA). The proposed new bridge crossing over the River Liffey is located approximately 200m south of the beginning of the route at Clane Road. The route also includes proposed junctions with Newtown Road, Simmonstown Manor Road and R405 Hazelhatch Road.

9.8.33. The technical specifications and design are described in Section 2 of the applicants Planning Report, Section 2 of the Environmental Report along with Technical Drawings MDT0902-RPS-01-XX-DR-Z-GA0000 - MDT0902-RPS-01-XX-DR-Z-GA0015 (General Arrangement) and MDT0902-RPS-01-XX-DR-Z-GE0000 - MDT0902-RPS-01-XX-DR-Z-GE0003 (Road Geometry). The general arrangement for the River Liffey bridge crossing is set out in MDT0902-RPS-01-XX-DR-Z-BR1010 - MDT0902-RPS-01-XX-DR-Z-BR1012. Landscape Design is set out in MDT0902-RPS-01-XX-DR-Z-LA0000 - MDT0902-RPS-01-XX-DR-Z-LA0008.

9.8.34. The applicant sets out that the road geometry is designed to the standards contained in the Design Manual for Urban Roads and Streets, May 2019

9.8.35. The proposed route includes dedicated cycle and pedestrian infrastructure on the entire length of the route. The proposed road cross-section for the project's mainline

is a single carriageway with 3.5m wide lanes in each direction. 2.0m wide one-way cycle tracks and 2.0m wide footpaths are proposed on both sides of the road.

9.8.36. The portion of the route between the Hazelhatch Road junction and Loughlinstown Road roundabout includes a 2.0m wide footpath and 3.0m wide two-way cycleway on the southside of the road only due to space restrictions and desire line requirements.

9.8.37. On both sides of the mainline, it is proposed to provide a 2.0m wide grassed verge between the cycle facility and the carriageway, and 1.0m wide grassed verge between the back of the footpath and adjacent earthwork slopes.

9.8.38. The exception to this is across the proposed River Liffey bridge, where no additional verge width is proposed between the cycle tracks and the carriageway or between the footpaths and bridge parapets.

9.8.39. A proposed typical cross section is shown on Figure 2-2 in the Planning Report.

9.8.40. Junctions are proposed where proposed CHMC interfaces with existing roads and all junctions include facilities for pedestrians and cyclists. At the start of the route, a 3-arm signalised junction is proposed with the existing regional road. The route will travel south and will require the demolition of buildings and polytunnels used for horticultural purposes and pass through open space associated with Abbey Farm residential area before it crosses the River Liffey. At the Newtown Road local road a 4-arm signalised junction is proposed.

9.8.41. At the Simmonstown Manor Road (L5062) a priority junction is proposed with the L5062 on the southern side of the proposed new road and on the north side of the road, it is proposed to terminate the existing road with a turning head to be provided at the end of the cul-de-sac. I note the north side section of the Simmonstown Manor Road (L5062) serves a single farm property and there is no objection to proposed termination of the road.

9.8.42. Part of the R405 is to be realigned so that it links directly into the proposed route. Therefore at the Hazelhatch Road (R405) a 3-arm signalised junction is proposed with the existing regional road and at the end of the route at Loughlinstown Road (L5061) minor improvements are proposed to the existing roundabout junction.

9.8.43. I note the concerns raised in the submission received from the Celbridge Community Council in relation to the proposed cycling infrastructure. They raise concerns that

many of the crossings and junctions in the project fall short of the guidance set out in the NTA's Cycle Design Manual and are particularly concerned about the shared crossings at junctions. They identify 7 no cycling infrastructure issues and set out where improvements could be made.

9.8.44. In response the applicant has responded to each specific item and are summarised in section 6 above. They note that the detail design can be developed to accommodate segregated crossings within the proposed CPO land-take with the exception of the two tie-in junctions at either end, as there is no cycle infrastructure beyond the end-points of the proposed development. I am satisfied with the applicant's response that segregated crossings can be provided at detailed design stage within the proposed CPO land-take boundary. Overall, the applicant has adequately justified the design approach, and it is clear that having a consistent design approach throughout the scheme will provide legibility for all users of the CHMC.

9.8.45. The proposed new bridge crossing over the River Liffey is located approximately 200m south of the beginning of the route at Clane Road. The proposed bridge is a single span structure with an overall length of 65.5m. The design life of the structure is stated as being 120 years.

9.8.46. The proposed bridge is described as an integral Single Span Varying Depth Steel Composite Plate Girder Bridge. The applicant sets out that being an integral structure, the superstructure is connected monolithically to the substructure. The design enhances durability and reduces maintenance by eliminating expansion joints and bearings. The substructure consists of cast in-situ reinforced concrete abutments, integral with the steel girders and a bridge deck.

9.8.47. The single span arrangement of the bridge means that it is designed to span above the top of the riverbanks and will not have any impact on the predicted flooding from the River Liffey. In addition, no works are required within the river channel. The bridge includes a 1.4m high bespoke parapet system, serving as both a vehicle restraint and pedestrian parapet.

9.8.48. The applicant states the superstructure consists of weathering steel plate girders, varying in depth (meaning their height changes across the span of the bridge), that act compositely with an in-situ concrete deck slab. Weathering steel offers significant advantages in terms of durability and maintenance, as it develops a protective rust

layer that prevents further corrosion, reducing the need for repainting and extensive upkeep.

9.8.49. The design of the bridge structure includes for sufficient headroom (2.7m) for a possible future active travel route under the bridge for both pedestrians and cyclists on the northern bank of the river.

9.8.50. No departure from any relevant standards have been noted by the applicant in their submission. I note the submission of TII who have no observations to make. Overall, I am satisfied that the proposed design conforms with relevant standards.

Residential and Community Amenity

9.8.51. The proposed development site will be cleared of any obstructions prior to the construction of the project. The proposed scheme is almost entirely offline on agricultural and non-agricultural lands.

9.8.52. Chapter 11 (Material Assets: Agricultural Properties) of the Environmental Report sets out that the proposed development will involve significant areas of land take on two individual farm holdings with details presented in Table 11.5. I note that following mitigation, there are no agricultural properties on which the residual impact is likely to be profound, very significant or significant.

9.8.53. Chapter 12 (Material Assets: Non-Agricultural Properties) of the Environmental Report details that that there are eleven non-agricultural properties directly impacted by the proposed scheme with details presented in Table 12.5. These include 4 residential properties, one commercial property - the Service Station on the R403, 4 community properties which include St John of Gods property and lands owned by Scouts Ireland and two properties involving public road owned by CIE and Kildare County Council.

9.8.54. There are no dwellings to be removed as part of the proposal. The impact to residential properties generally relates to impacts to existing property boundaries which are to be reinstated on a like for like basis with the residual impact being non-significant or slight.

9.8.55. The proposal will involve the removal of polytunnels, buildings and car parking spaces associated with horticulture in the St. John of Gods facility close to the northern end of the project. A specific mitigation measure for a new entrance and access gate to the retained St. John of Gods land is to be provided. In addition, 23m of stone wall on

the R403 Clane road and 92m of stone and blockwork walls at Newtown road will also be removed.

9.8.56. The submissions from the Celbridge Community Council and the Celbridge Heritage and Tourism Forum raise the matter of visual impact both with respect to the proposed bridge and the attenuation ponds/Suds features. Both submissions are supportive of the proposed CHMC. However, the Community Council raise concerns in relation to the visual impact of the proposed development on the River Liffey Strategic Open Space and recommend the redesigns of both the bridge and SuDS elements. They are of the view that the current bridge design focuses on engineering solutions, with little evidence of creativity or concern for aesthetics. Their submission also notes the positives elements of the bridge design which include the single-span design and the proposed native tree planting.

9.8.57. The submission from the Heritage and Tourism Forum recommends that the bridge be re-designed to reflect the significance of the space as the scheme passes through the former demesne lands associated with Celbridge Abbey. In addition, they suggest that the proposed attenuation basins be better integrated with the scheme's landscape design to provide visual amenity as well biodiversity value for the community.

9.8.58. I note the northern end of the proposed development passes through the former demesne lands associated with Celbridge Abbey (RPS B11-24A -C). I also note that Celbridge Abbey (RPS B11-24A -C) is located circa 90m east of the edge of the proposed bridge.

9.8.59. Chater 10 (Cultural Heritage) of the Environment report states that the areas on both sides of the river no longer support the heritage value of the demesne as it presents today. The area through which the proposed scheme will pass on the northern side of the river is now in use as a landscaped public green space associated with Abbey Farm residential development.

9.8.60. Chapter 8 (Landscape & Visual) sets out that the existing environment, associated with the River Liffey Bridge Crossing is strongly enclosed by the existing vegetation cover, including mature trees, associated with the River Liffey. It also notes that Celbridge Abbey itself is not perceived from within the River Liffey corridor itself due to the existing vegetation cover. From my site visit I also noted the dense vegetation cover along the River Liffey.

9.8.61. The applicant has generated 4 no Wireframe images to illustrate the visibility of the project and the impact on the setting of heritage features. These are provided in Appendix 10.1E (Wireframes / Heritage Photomontages). The wireframe views reveal that due to the dense vegetation surrounding Celbridge Abbey and the bend of the river upstream beyond the weir the proposed development will not cause any visual changes to the setting of Celbridge Abbey. From my site visit I am satisfied this to be the case and I agree that proposed development will not cause any visual changes to the setting of Celbridge Abbey or the nearby Temple Mills ACA.

9.8.62. In relation to the associated attenuation basins, I agree that these along with their security fencing are an essential measure and their visual impact will reduce as the surrounding vegetation and planting take hold.

9.8.63. In relation the bridge design and the aesthetics of the bridge the applicant in their response to the submissions received sets out that it was not intended that the bridge structure over the Liffey would be a landmark structure and the proposed bridge structure has an uncomplicated slender form and is architecturally pleasing due to its symmetry. The design of the proposed bridge is included in technical drawings MDT0902-RPS-01-XX-DR-Z-BR1010 - MDT0902-RPS-01-XX-DR-Z-BR1012 and a photomontage of the proposed bridge is included in Appendix 10.1E (Fig No B.6c – Day 1 and Fig no.B.6d – Year 10). Overall, I am satisfied that the proposed bridge constructed with modern materials will sensitively integrate into its surroundings.

9.8.64. I also note that in relation to the magnitude of change to the River Liffey Chapter 8 (Landscape & Visual) considers that the proposed scheme would be largely assimilated into the wider landscape due to screening provided by intervening vegetation but embankments, cuttings, bridge structure and SUDs features would be perceived as detracting elements in the long term, prior to establishment of mitigation measures identified within Table 8.15. The specific landscape measures in Table 8.15 set out that where cuttings and embankments are not present, the implementation of a new mixed species hedgerow to define the boundary together with locally appropriate, native species mixed woodland planting will be implemented. Overall, I am satisfied that the proposed planting will limit the extent of influence associated with the proposed scheme on the adjacent landscape with a resultant reduction in landscape impact.

9.8.65. The submission from John O Neill raises concerns with the lack of fencing to separate the green area associated Abbey Farm residential estate from the proposed route. In response the applicant sets out that fencing at this location is not warranted. They note that the landscape design of the proposed development includes the planting of native species woodland on the earthworks between the road and the green area along with standard trees. I note that the extent of the proposed fencing and environmental barrier design for the scheme are illustrated on drawing MDT0902-RPS-01-XX-DRZ-FE0000-FE0007. Having visited the site I am satisfied that the proposed planting and landscaping as shown on drawing MDT0902-RPS-01-XX-DR-Z-LA0001 is sufficient to delineate the boundary without the need for additional fencing. I also note the provision of a pedestrian link from the CHMC to Abbey Farm residential area which is to be welcomed.

9.8.66. The submission from Celbridge Estates Limited and the Donovan family raise issues in relation to the potential of the proposed CHMC to support the future development of the adjacent lands, much of which are in their ownership. They are concerned in relation to access points to potential future developments lands and the fact that the proposed road design does not appear to facilitate future street frontages in line with DMURS principles.

9.8.67. In response the applicant sets that the proposed development design allows flexibility to provide safe and suitable vehicular access to any future developments along the Mobility Corridor subject to the necessary statutory development consents. They also note that the proposed development has been designed as link road rather than a street. However, they consider that it will be possible to develop to the back of the footpath with the exception of the locations where drainage features exist.

9.8.68. I note the applicant's response, and I consider that the proposed CHMC allows for flexibility in relation to the possible development of adjoining lands and potential future bus stops. In any event the possible future development of these lands should be subject to an updated design brief/master plan.

9.8.69. Chapter 5 of the Environment Report deal with noise and vibration during both the construction and operational stages. Its sets out that predicted noise impacts for various construction activities have been modelled and assessed against the construction noise thresholds from the NRA Guidelines (2004).

9.8.70. Due to the nature and duration of the proposed scheme, the maximum permissible construction noise levels will be exceeded during certain construction phases, particularly at receptor locations which form the boundary with the work sites or where night-time works are required. With the application of mitigation measures, which include noise barriers at least 2.4m in height and suitably designed mufflers for plant and machinery, the impacts of construction stage noise can be managed. A detailed list of construction mitigation measures is set out in section 5.5 which also include a noise and vibration monitoring programme as well as a complaints procedure.

9.8.71. In relation to noise during the operational phase, the applicant details that noise modelling was undertaken at 503 receptor locations within the study area and twenty-seven receptor locations were identified as meeting the NRA criteria for mitigation. These are concentrated at some residential properties in the Temple Manor Estate directly adjacent to the proposed scheme and some residential properties at Priory Lodge where the proposed scheme joins with the R403 Clane Road. The Noise Sensitive Locations where mitigation measures are required are shown in Figure 5-3 and Figure 5-4 of the assessment.

9.8.72. In order to reduce operational road traffic noise mitigation measures are listed in section 5.5.2. This includes the use of a low noise road surface for the proposed scheme and noise barriers with a maximum height of 2.5m along the boundary with Temple Manor Estate and Priory Lodge on the R403. The results of the assessment indicate the majority of the receptors adjacent to the proposed scheme have traffic noise levels at or below 60dB Lden, and/or where existing noise levels are above 60 dB Lden, the Do- Something noise levels can be reduced to the equivalent Do-Minimum traffic noise levels at the majority of locations with the recommended mitigation measures in place.

9.8.73. I also note the submission from H2 Properties Unlimited who own the petrol station forecourt, convenience shop, 2 No. apartments, service area and carwash on the Clane Road. They set out that as part of the scheme some of the lands within their ownership will be subject to both temporary and permanent CPO. They are supportive of the scheme but raise a number of issues as they are directly impacted with their entrance being relocated and they outline concerns that the proposed development in its current design has the potential to negatively impact on the safe operation of the petrol filling station.

9.8.74. I note that Chapter 12 (Material Assets) in the Environmental Report assess the significance of the impact pre mitigation as very significant. However following mitigation which includes a replacement entrance, retention of existing exit and reinstatement of boundaries on a like for like basis the residual impact on the Service Station is reduced to slight to moderate.

9.8.75. In response the applicant sets out that the proposed new access will be an improvement over the existing access and has been subject to swept path analysis for fuel delivery tankers. The results of this analysis indicate that the proposed access arrangements will allow the fuel delivery tankers to service the site without the need for excessive manoeuvring.

9.8.76. The response goes onto state that KCC will continue to engage and coordinate with the applicant in relation to the proposed construction activities and impacts shown to arise as result of the proposed development, can be the subject of a claim for compensation as part of the statutory compensation process. They also set that a topographical survey has been completed which included the grounds of the service station and that the additional detailed surveys requested in the submission are not considered necessary to inform the preliminary design but may be carried out during the detailed design phase of the project as part of engagement with the landowner. Overall I am satisfied with the applicants the response and that the revised layout will not negatively impact on the safe operation of the petrol filling station.

9.8.77. I also note that H2 Properties Unlimited have recently submitted a planning application (Plan ref 26/60521) to Kildare County Council for a 85sqm extension to the existing convenience shop and relocation of the existing car wash. This application has a decision date of the 12th July 2026. The applicants cover letter attached to the application sets out that the proposed development is being carried out to provide improved staff facilities and improved access to the first floor living accommodation. There is no planned increase in the retail area. The existing car parking will remain unchanged and no changes are proposed to existing access arrangements. Having viewed the proposed layout I am satisfied that the proposed works outlined in plan ref 26/60521 will not impact the proposed scheme.

Potential Impact on the Climate

9.8.78. Section 15 of the Climate Act 2015 (as amended) includes the obligation that "a relevant body shall, in so far as practicable, perform its functions in a manner consistent with… the Climate Action Plan… National Climate Objective… etc". With respect to the obligations upon Kildare County Council under Section 15 of the Climate Action and Low Carbon Development Act 2015 as amended this is addressed in the Environment report and associated appendices, which demonstrates consistency with the requirements. Chapter 7 (Climate) identifies, describes, and presents an assessment of the potential effects of the proposed scheme on climate during the construction and operation phases of the scheme.

9.8.79. CAP25 sets out a roadmap for taking decisive action to halve GHG emissions by 2030 and reach net zero no later than 2050, as committed to in the Programme for Government. CAP25 include Action TR/25/7 (TF) which states it is a goal of the CAP25 to "Advance roll-out of walking/cycling infrastructure in line with National Cycle Network and Cycle Connects plans." The current proposal is in line with overarching aim and includes pedestrian and cycle facilities and enhances connectivity with Hazelhatch and Celbridge Train Station.

9.8.80. During the construction stage the main source of climate impacts will be as a result of GHG emissions and embodied carbon associated with the proposed construction materials and activities for the proposed development. The use of low embodied carbon materials in addition to other mitigation measures outlined in section 7.5 will reduce the construction phase emissions.

9.8.81. The applicants sets out that these measures will be tracked through the development of a Project Carbon Management Plan (PCMP) which will be prepared in accordance with PAS 2080 (Carbon Management in Infrastructure). This Plan will be devised by Kildare County Council and used to monitor and report on the committed carbon management measures and all other measures adopted during the design, procurement and construction phases.

9.8.82. Emissions from road transport when the road is operational have been calculated using the TII Road Emissions Model (REM). The predicted emissions for operational traffic are set out in Table 7.19 and suggest that the proposed scheme will decrease traffic on the road network and will redistribute traffic around the network. The inclusion

of a high-quality pedestrian and cycle route connecting the town with the train station will promote sustainable travel modes (walking and cycling) with potential to reduce the use of vehicular transport.

9.8.83. However, the impact that these measures would have upon traffic generation has not been quantified as it is difficult to predict with any certainty the behavioural transportation changes that would result. Therefore, the potential impact this could have upon traffic during operation is not quantified in the analysis presented. However, I am satisfied that the net impact on climate of the operational phase traffic emissions is classed as beneficial in the long term, and that the proposed high-quality pedestrian and cycling facilities will encourage a modal shift towards sustainable transport.

9.8.84. Overall long-term positive cumulative effects are likely during the operational stage as both the proposed CHMC and permitted DART + South West project will support and improve access to sustainable transport modes. I am satisfied that the provision of pedestrian and cycle facilities and enhancing connectivity with Hazelhatch and Celbridge Train Station fully accord with the overarching aims of 'CAP24' and 'CAP25.'

9.9. The likely significant effects on a European site:

9.9.1. The areas addressed in this section are as follows:

- Compliance with Articles 6(3) of the EU Habitats Directive
- The Natura Impact Statement
- Appropriate Assessment

Compliance with Articles 6(3) of the EU Habitats Directive:

9.9.2. The Habitats Directive deals with the Conservation of Natural Habitats and of Wild Fauna and Flora throughout the European Union. Article 6(3) of this Directive requires that any plan or project not directly connected with or necessary to the management of the site but likely to have a significant effect thereon, either individually or in combination with other plans or projects shall be subject to appropriate assessment of its implications for the site in view of the site's conservation objectives. The competent authority must be satisfied that the proposal will not adversely affect the integrity of the European site.

The Natura Impact Statement

9.9.3. The application was accompanied by an NIS, prepared by RPS Group Limited, which described the proposed development, the project site and the surrounding area. The NIS contained a Stage 1 Screening Assessment which concluded that a Stage 2 Appropriate Assessment was required. The NIS outlined the methodology used for assessing potential impacts on the habitats and species within several European Sites that have the potential to be affected by the proposed development. It predicted the potential impacts for these sites and their conservation objectives, it suggested mitigation measures, assessed in-combination effects with other plans and projects and it identified any residual effects on the European sites and their conservation objectives.

9.9.4. The NIS was informed by the following studies, surveys and consultations:

- A desk top study.
- Habitat surveys of the proposed site and surroundings carried out in June 2023 with follow up surveys carried out in April and May 2025,
- Ecological Impact Assessment included within the Environmental Report prepared by RPS,
- Flood Risk Assessment prepared by RPS,
- Outline CEMP.

9.9.5. The report concluded that, subject to the implementation of best practice and the recommended mitigation measures, the proposed development would not undermine the conservation objectives or have an adverse effect upon the integrity of any European sites (the Natura 2000 network) during the construction or operational phases of the project, either alone or in-combination with other plans/projects.

9.9.6. Having reviewed the NIS and the supporting documentation, I am satisfied that it provides adequate information in respect of the baseline conditions, does clearly identify the potential impacts, and does use best scientific information and knowledge. Details of mitigation measures are provided, and they are summarised in Section 7 of the NIS. I am satisfied that the information is sufficient to allow for appropriate assessment of the proposed development (see further analysis below).

Appropriate Assessment

Stage 1 - Screening for Appropriate Assessment

9.9.7. I have had regard to submissions in relation to the potential impacts on European sites. Appendix 1 attached to this report sets out a detailed screening for AA and should be read in conjunction with this section of my report.

AA Screening Conclusion

9.9.8. In accordance with Section 177U of the Planning and Development Act 2000 (as amended) and on the basis of the information considered in this AA screening, I conclude that it is not possible to exclude that the proposed development alone will give rise to significant effects on the North Dublin Bay SAC (000206), South Dublin Bay SAC (000210), South Dublin Bay and River Tolka Estuary SPA (004024), North Bull Island SPA (004006), North-West Irish Sea SPA (004236), Rockabill to Dalkey Island SAC (003000), Dalkey Islands SPA (004172) and Howth Head Coast SPA (004113) in view of the site's conservation objectives. Appropriate Assessment is required.

9.9.9. This determination is based on:

- Due to the location of the proposed scheme in proximity to the River Liffey a potential impact pathway has been identified to several European sites within Dublin Bay.
- The proposed scheme is located within the Dublin (IE_EA_G_008) GWB and the general groundwater flow in this GWB is towards the coast and towards the River Liffey. Therefore, there is potential hydrogeological connectivity between the proposed scheme and several European sites within Dublin Bay.
- With the construction of the bridge and the potential requirement to move sewer pipes in the banks of the River Liffey there is potential for a significant pollution event in the River Liffey and downstream at several European sites within Dublin Bay.

9.9.10. The potential impacts are expanded upon in further detail as part of a Stage 2 Appropriate Assessment below.

Stage 2 – Appropriate Assessment

9.9.11. The submitted NIS identifies the potential for negative effects upon the North Dublin Bay SAC (000206), South Dublin Bay SAC (000210), South Dublin Bay and River Tolka Estuary SPA (004024), North Bull Island SPA (004006), North-West Irish Sea SPA (004236), Rockabill to Dalkey Island SAC (003000), Dalkey Islands SPA (004172) and Howth Head Coast SPA (004113) as a result of the proposed development and I concur that an Appropriate Assessment (AA) of the proposed development is required with respect to these aforementioned European sites.

9.9.12. Appendix 2 of this report sets out the detailed consideration of potential effects upon the aforementioned European sites as part of an Appropriate Assessment for this proposed development. The site-specific conservation objectives and species of conservation interest for the North Dublin Bay SAC (000206), South Dublin Bay SAC (000210), South Dublin Bay and River Tolka Estuary SPA (004024), North Bull Island SPA (004006), North-West Irish Sea SPA (004236), Rockabill to Dalkey Island SAC (003000), Dalkey Islands SPA (004172) and Howth Head Coast SPA (004113) are set out in Appendix 2. The AA determination is set out below.

AA determination – Conclusion

9.9.13. The proposed development has been considered in light of the assessment requirements of Sections 177U and 177V of the Planning and Development Act 2000 as amended.

9.9.14. In screening the need for Appropriate Assessment, it was determined that the proposed development could result in significant effects on the North Dublin Bay SAC (000206), South Dublin Bay SAC (000210), South Dublin Bay and River Tolka Estuary SPA (004024), North Bull Island SPA (004006), North-West Irish Sea SPA (004236), Rockabill to Dalkey Island SAC (003000), Dalkey Islands SPA (004172) and Howth Head Coast SPA (004113) in view of the conservation objectives of those sites and that Appropriate Assessment under the provisions of S177U was required.

9.9.15. Following an examination, analysis and evaluation of the NIS, all associated material submitted and taking into account observations on nature conservation, I consider that adverse effects on site integrity of the North Dublin Bay SAC (000206), South Dublin Bay SAC (000210), South Dublin Bay and River Tolka Estuary SPA (004024), North Bull Island SPA (004006), North-West Irish Sea SPA (004236), Rockabill to Dalkey

Island SAC (003000), Dalkey Islands SPA (004172) and Howth Head Coast SPA (004113) can be excluded in view of the conservation objectives of those sites and that no reasonable scientific doubt remains as to the absence of such effects.

9.9.16. My conclusion is based on the following:

- Detailed assessment of the construction impacts.
- Effectiveness of mitigation measures proposed including supervision and monitoring and integration into a live Construction and Environmental Management Plan (CEMP) by the contractor at the development stage.
- Application of planning conditions to ensure application of these measures.
- The proposed development will not affect the maintenance, attainment or prevent or delay the restoration of favourable conservation condition of conservation objectives for the North Dublin Bay SAC (000206), South Dublin Bay SAC (000210), South Dublin Bay and River Tolka Estuary SPA (004024), North Bull Island SPA (004006), North-West Irish Sea SPA (004236), Rockabill to Dalkey Island SAC (003000), Dalkey Islands SPA (004172) and Howth Head Coast SPA (004113).

10.0 Water Framework Directive

10.1. An assessment of the proposed development has been carried out in accordance with Article 4 of the Water Framework Directive and relevant EPA guidance, including best practice in sustainable drainage design.

The development incorporates appropriate surface water management measures, including Sustainable Drainage Systems (SuDS), designed to replicate greenfield runoff rates and provide treatment of surface water prior to discharge.

These measures ensure that there will be no increase in pollutant loading, no alteration of the receiving waterbody's hydrological regime, and no risk of deterioration in water quality or ecological status.

Any residual risks are capable of being addressed through the proposed mitigation measures and implementation of a Construction Environmental Management Plan (CEMP).

The proposed development will not impact on the achievement of environmental objectives for any water body and is therefore considered compliant with the requirements of Article 4 of the Water Framework Directive.

11.0 Recommendation

11.1. I recommend that the Commission approve the proposed development, for the following reasons and considerations and subject to the conditions set out below.

DRAFT ORDER

12.0 Reasons and Considerations

12.1. In performing its functions in relation to the making of its decision, the Commission had regard to:

Section 15(1) of the Climate Action and Low Carbon Development Act 2015, as amended by Section 17 of the Climate Action and Low Carbon Development (Amendment) Act 2021, and the requirement to, in so far as practicable, perform its functions in a manner consistent with Climate Action Plan 2024 and Climate Action Plan 2025 and the national long term climate action strategy, national adaptation framework and approved sectoral adaptation plans set out in those Plans and in furtherance of the objective of mitigating greenhouse gas emissions and adapting to the effects of climate change in the State.

And in coming to its decision, the Commission had regard to the following:

(a) European Union legislation including in particular:

- Directive 92/43/EEC (Habitats Directive) and Directive 79/409/EEC as amended by 2009/147/EC (Birds Directives) which set out the requirements for Conservation of Natural Habitats and of Wild Fauna and Flora throughout the European Union,
- Directive 2011/92/EU (The EIA Directive) as amended by Directive 2014/52/EU as implemented by Article 94 and Schedule 6 (paragraphs 1 and 2) of the Planning Regulations as amended.

- Directive 2000/60/EC, the Water Framework Directive and the requirement to exercise its functions in a manner which is consistent with the provisions of the Directive, and which achieves or promotes compliance with the requirements of the Directive.

(b) National Legislation including in particular:

- Section 177AE of the Planning and Development Act 2000 (as amended) which sets out the provisions in relation to local authority projects which are subject to Appropriate Assessment (AA)

(c) National, Regional Policy and Guidance in particular:

- Project Ireland 2040 National Planning Framework, First Revision 2025 which supports the development of a region-focused strategy to manage growth and environmentally focused planning at a local level,
- Irelands 4th National Biodiversity Plan 2023-2030.
- Regional Spatial & Economic Strategy for the Eastern and Midlands Region 2019-2031.

(d) Local Planning Policy including in particular:

- The provisions of the Kildare County Development Plan 2023-2029.

(e) Other relevant national policy and guidance documents:

- the nature, scale and design of the proposed works as set out in the application for approval and the existing character of the area,
- the likely consequences for the environment and the proper planning and sustainable development of the area in which it is proposed to carry out the proposed development and the likely significant effects of the proposed development on European sites,
- the Natura Impact Statement submitted,
- the submissions and observations made to An Coimisiún Pleanála in connection with the application,

- the further information response received from the applicant on the 09th April 2026,
- the report and the recommendation of the Inspector, including the examination, analysis and evaluation undertaken in relation to appropriate assessment.

Appropriate Assessment Stage 1:

The Commission noted that the proposed development is not directly connected with or necessary for the management of a European Site. The Commission completed an appropriate assessment screening exercise in relation to the potential effects of the proposed development on designated European Sites, taking into account the Screening Report for Appropriate Assessment submitted with the application and the report and screening assessment completed by the Inspector. The Commission agreed with the Inspector's assessment and conclusion that the European Sites for which there are potential for significant effects are the North Dublin Bay SAC (000206), South Dublin Bay SAC (000210), South Dublin Bay and River Tolka Estuary SPA (004024), North Bull Island SPA (004006), North-West Irish Sea SPA (004236), Rockabill to Dalkey Island SAC (003000), Dalkey Islands SPA (004172) and Howth Head Coast SPA (004113). The Commission concluded, in agreement with the Inspector, that Appropriate Assessment is required for those European Sites.

Appropriate Assessment Stage 2:

The Commission considered the Natura Impact Statement and associated documentation submitted with the application, the mitigation measures contained therein, the submissions and observations on file, and carried out an Appropriate Assessment of the implications of the proposed development for European Sites in view of the conservation objectives for the North Dublin Bay SAC (000206), South Dublin Bay SAC (000210), South Dublin Bay and River Tolka Estuary SPA (004024), North Bull Island SPA (004006), North-West Irish Sea SPA (004236), Rockabill to Dalkey Island SAC (003000), Dalkey Islands SPA (004172) and Howth Head Coast SPA (004113). The Commission considered that the information before it was

adequate to allow the carrying out of an Appropriate Assessment and to allow it to reach complete, precise and definitive conclusions for Appropriate Assessment. In completing the assessment, the Commission considered, in particular, the following:

i. the likely direct and indirect impacts arising from the proposed development both individually or in combination with other plans or projects,

ii. the mitigation measures which are included as part of the current proposal, and

iii. the conservation objectives for the European Sites.

In completing the appropriate assessment, the Commission accepted and adopted the appropriate assessment carried out in the Inspector's report in respect of the potential effects of the proposed development on the integrity of the aforementioned European Sites, having regard to the Sites' conservation objectives.

In overall conclusion, the Commission was satisfied that the proposed development, by itself or in combination with other plans or projects, would not adversely affect the integrity of European Sites, in view of the Site's conservation objectives and there is no reasonable scientific doubt as to the absence of such effects.

This conclusion is based on a complete assessment of all aspects of the proposed project, both alone and in combination with other plans and projects of relevance and took into account all submissions received during the course of the application.

Proper Planning and Sustainable Development

It is considered that by reason of scale, form and extent, and that subject to compliance with the following conditions, the proposed development would be in accordance with the relevant provisions of the Kildare County Development Plan 2023-2029. The proposed development would not have significant negative effects on the environment or the community in the vicinity, would not pose a flood risk or a risk to water quality, would not be detrimental to the visual or landscape amenities of the area, would not seriously injure the amenities of property in the vicinity and would not adversely impact on the cultural, archaeological and built heritage of the area. The proposed

development would, therefore, be in accordance with the proper planning and sustainable development of the area.

13.0 Conditions

1. The proposed development shall be carried out and completed in accordance with the plans and particulars lodged with the application, on the 10th day of November 2025, as amended by the further particulars submitted on the 9th day of April 2026 except as may otherwise be required in order to comply with the following conditions. Where any mitigation measures set out in the Natura Impact Statement or any conditions of approval require further details to be prepared by or on behalf of the local authority, these details shall be placed on file and retained as part of the public record.
   Reason: In the interest of clarity and the proper planning and sustainable development of the area and to ensure the protection of the environment.

2. The mitigation measures identified in the Natura Impact Statement, Environmental Report and Flood Risk Assessment submitted with the application shall be implemented in full. Prior to the commencement of development, details of a time schedule for implementation of mitigation measures and associated monitoring shall be prepared by the local authority and placed on file and retained as part of the public record.
   Reason: In the interest of protecting the environment and the protection of European Sites.

3. A suitably qualified ecologist shall be retained by the local authority to oversee the site set up and construction of the proposed development and supervise and implementation of mitigation measures. The ecologist shall be present during the construction works. Upon completion of works, an ecological report of the site works shall be prepared by the appointed ecologist to be kept on file as part of the public record.
   Reason: In the interest of nature conservation and biodiversity.

4. Site development and building works shall be carried out only between the

hours of 0800 to 1900 Mondays to Fridays inclusive, between 0800 to 1600 hours on Saturdays and not at all on Sundays or public holidays. Deviation from these times will only be allowed in exceptional circumstances where prior written approval has been received from the planning authority.

Reason: In order to safeguard the amenities of property in the vicinity.

5. The local authority and any agent acting on its behalf shall ensure that all plant and machinery used during the construction works should be thoroughly cleaned and washed before delivery to the site to prevent the spread of hazardous invasive species and pathogens.

   Reason: In the interests of nature conservation and mitigating ecological damage associated with the development.

6. (a) All mitigation measures in relation to archaeology and cultural heritage as set out in Chapter 10 of the Environmental Report shall be implemented in full, except as may otherwise be required in order to comply with the conditions of this Order.

   (b) A Project Archaeologist shall be appointed to oversee and advise on all aspects of the scheme.

   (i) The Project Archaeologist shall liaise with the Department of Housing, Local Government & Heritage and the Planning Authority to agree in advance an overall strategy for archaeological works to be carried out both in advance of and in parallel with the construction of the development.

   (ii) This shall include the scope of any Archaeological Monitoring as well as any additional mitigation measures that may be required to protect archaeological heritage.

   (iii) Should archaeological remains be identified during the course of archaeological monitoring, all works shall be suspended in the area of archaeological interest pending a decision, in consultation with the Department of Housing, Local Government & Heritage regarding appropriate mitigation (preservation *in situ* / excavation). Any further archaeological mitigation requirements shall be complied with in full.

(c) The Construction Environment Management Plan (CEMP) shall include the location of any and all archaeological or cultural heritage constraints relevant to the proposed development as set out in Chapter 10 of the Environmental Report and by any subsequent archaeological investigations associated with the project. The CEMP shall clearly describe all identified likely archaeological impacts, both direct and indirect, and all mitigation measures to be employed to protect the archaeological or cultural heritage environment during all phases of site preparation and construction activity.

(d) Following the completion of all archaeological works on site and any necessary post-excavation specialist analysis, a final report describing the results of the monitoring and any subsequent required archaeological investigative work/excavation required shall be furnished to the Department of Housing, Local Government & Heritage and retained on file by the planning authority. All resulting and associated archaeologist costs shall be borne by the local authority and any agent acting on its behalf.

Reason: To ensure the continued preservation (either in situ or by record) of places, caves, sites, features or other objects of archaeological interest.

7. Prior to commencement of works, the developer shall prepare a final Construction Environmental Management Plan, which shall be adhered to during construction. This plan shall reflect all required mitigation for the project and provide details of intended construction practice for the development, including noise and dust management measures and off-site disposal of construction/demolition waste. The CEMP shall be submitted to the Local Planning Authority to be held on file prior to the commencement of works. **Reason:** In the interest of public safety and amenity.

I confirm that this report represents my professional planning assessment, judgement and opinion on the matter assigned to me and that no person has influenced or sought to influence, directly or indirectly, the exercise of my professional judgement in an improper or inappropriate way.

Donogh O' Donoghue
Planning Inspector

27th May 2026

Appendix 1: Appropriate Assessment Screening Determination

Screening for Appropriate Assessment Test for likely significant effects	
Case File – ACP-323851-25	
Brief description of project	Proposed construction of the Celbridge to Hazelhatch Link Mobility Corridor
Brief description of development site characteristics and potential impact mechanisms	The proposed route is approximately 2 km long, beginning at a proposed junction with Clane Road and heading in a south easterly direction, predominantly through greenfield lands until it ties into the existing R405 Hazelhatch Road, before terminating at the existing Loughlinstown Road Roundabout near Hazelhatch Train Station. The route also includes proposed junctions with Newtown Road, Simmonstown Manor Road and R405 Hazelhatch Road. A new bridge crossing is required over the River Liffey, located approximately 200m south of the beginning of the route at Clane Road. Habitat clearance is necessary to facilitate road improvements which will include tree and scrub removal, stripping topsoil and subsequent import, laying and compaction of embankment fill. The new bridge crossing has the potential to disturb the Dublin (IE_EA_G_008) groundwater body during the construction phase and to directly pollute the River Liffey and downstream European Sites. In summary there is considered to be a direct hydrological link to European sites in Dublin Bay via the River Liffey. In addition, the proposed scheme is located within the Dublin (IE_EA_G_008) GWB and the general groundwater flow in this GWB is towards the coast and towards the River Liffey. Therefore, there is potential hydrogeological connectivity between the proposed scheme and European sites in Dublin Bay.
Screening report	Y
Natura Impact Statement	Y
Relevant submissions	**Inland Fisheries Ireland** • The proposed development area is traversed by the River Liffey in addition to smaller associated surface water channels (Sinkeen and Donaghcomper Rivers etc.). The Liffey and several of its tributaries are

	exceptional in the area in supporting Atlantic salmon {Salmo salar, listed under Annex II and V of the EU Habitats Directive) and Sea trout (Salmo trutta) in addition to resident Brown trout (Salmo trutta) populations. This highlights the sensitivity of local watercourses and the Liffey catchment in general. • The Grand Canal at Hazelhatch supports significant populations of coarse fish not to mention a range of other freshwater aquatic species, plus all associated floral and faunal components in adjacent habitats. • Should development proceed, best practice should be implemented at all times in relation to any activities that may impact on surface water or riparian habitats. • The disturbance of riparian habitats should be minimised. Buffer zones must be strictly adhered to and riparian vegetation should be retained in as natural a state as possible at all times. • There can be no direct pumping of contaminated water from the works to a watercourse at any time. • Any topsoil material which is to be stored on site must have mitigations in place to prevent any deleterious material entering the surface water network. • Detail design and subsequent method statements for the new bridge over the Liffey, culverts and surface water outfalls must be submitted to IFI for approval. Instream works can only take place from 1st July to 30th September. • Silt fencing and silt trappings on construction roads and any temporary watercourse crossings must be in place to avoid allowing silt to enter watercourses. • Due to the size of the development a suitably qualified Ecological Clerk of Works (ECoW) should be appointed to oversee the construction works and carry out the water quality monitoring.

Step 2. Identification of relevant European sites using the Source-pathway-receptor model

11 No European sites were identified as being located within a potential zone of influence of the proposed development as detailed in the Table below. I note the applicant included a greater number of European sites in their initial screening consideration. There is no ecological justification for such a wide consideration of sites, and I have only included those sites with any possible ecological connection or pathway in this screening determination. I note that through the River Liffey, the proposed scheme has connectivity to European sites in Dublin Bay, approximately 40km downstream. In addition, the proposed scheme is located within the Dublin (IE_EA_G_008) GWB and the general groundwater flow in this GWB is towards the coast and towards the River Liffey. Therefore, there is potential hydrogeological connectivity between the proposed scheme and European sites in Dublin Bay

European Site (code)	Qualifying interests[1] Link to conservation objectives (NPWS, date)	Distance from proposed development (km)	Ecological connections[2]	Consider further in screening[3] Y/N
North Dublin Bay SAC (000206)	Mudflats and sandflats not covered by seawater at low tide [1140] Annual vegetation of drift lines [1210] Salicornia and other annuals colonising mud and sand [1310] Atlantic salt meadows (Glauco-Puccinellietalia maritimae) [1330] Petalophyllum ralfsii (Petalwort) [1395] Mediterranean salt meadows (Juncetalia maritimi) [1410] Embryonic shifting dunes [2110] Shifting dunes along the shoreline with Ammophila arenaria (white dunes) [2120] Fixed coastal dunes with herbaceous vegetation (grey dunes) [2130] Humid dune slacks [2190] www.npws.ie/protected-sites/sac/000206	Circa 20km east of the proposal site.	Potential hydrological pathway via the River Liffey to the SAC from the proposed development site, Proposed works may disturb the Dublin GWB resulting in potential hydrogeological connectivity between the proposed scheme and SAC.	Y
South Dublin Bay SAC (000210)	Mudflats and sandflats not covered by seawater at low tide [1140]	Circa 20km east of the proposal site.	Potential hydrological pathway via the River Liffey to the SAC from the	Y

	Annual vegetation of drift lines [1210] Salicornia and other annuals colonising mud and sand [1310] Embryonic shifting dunes [2110] www.npws.ie/protected-sites/sac/000210		proposed development site, Proposed works may disturb the Dublin GWB resulting in potential hydrogeological connectivity between the proposed scheme and SAC.	
South Dublin Bay and River Tolka Estuary SPA (004024)	Light-bellied Brent Goose (Branta bernicla hrota) [A046] Oystercatcher (Haematopus ostralegus) [A130] Ringed Plover (Charadrius hiaticula) [A137] Grey Plover (Pluvialis squatarola) [A141] Knot (Calidris canutus) [A143] Sanderling (Calidris alba) [A144] Dunlin (Calidris alpina) [A149] Bar-tailed Godwit (Limosa lapponica) [A157] Redshank (Tringa totanus) [A162] Black-headed Gull (Chroicocephalus ridibundus) [A179] Roseate Tern (Sterna dougallii) [A192] Common Tern (Sterna hirundo) [A193]	Circa 20km east of the proposal site.	Disturbance/displacement of qualifying species could arise during the construction phase, via water quality impacts.	Y

	Arctic Tern (Sterna paradisaea) [A194] Wetland and Waterbirds [A999] www.npws.ie/protected-sites/spa/004024			
North Bull Island SPA (004006)	Light-bellied Brent Goose (Branta bernicla hrota) [A046] Shelduck (Tadorna tadorna) [A048] Teal (Anas crecca) [A052] Pintail (Anas acuta) [A054] Shoveler (Spatula clypeata) [A056] Oystercatcher (Haematopus ostralegus) [A130] Golden Plover (Pluvialis apricaria) [A140] Grey Plover (Pluvialis squatarola) [A141] Knot (Calidris canutus) [A143] Sanderling (Calidris alba) [A144] Dunlin (Calidris alpina) [A149] Black-tailed Godwit (Limosa limosa) [A156] Bar-tailed Godwit (Limosa lapponica) [A157] Curlew (Numenius arquata) [A160] Redshank (Tringa totanus) [A162] Turnstone (Arenaria interpres) [A169]	Circa 23km east of the proposal site.	Disturbance/displacement of qualifying species could arise during the construction phase via water quality impacts.	Y

	Black-headed Gull (Chroicocephalus ridibundus) [A179] Wetland and Waterbirds [A999] www.npws.ie/protected sites/spa/004006			
North West Irish Sea SPA (004236)	Red-throated Diver (Gavia stellata) [A001] Great Northern Diver (Gavia immer) [A003] Fulmar (Fulmarus glacialis) [A009] Manx Shearwater (Puffinus puffinus) [A013] Cormorant (Phalacrocorax carbo) [A017] Shag (Phalacrocorax aristotelis) [A018] Common Scoter (Melanitta nigra) [A065] Black-headed Gull (Chroicocephalus ridibundus) [A179] Common Gull (Larus canus) [A182] Lesser Black-backed Gull (Larus fuscus) [A183] Herring Gull (Larus argentatus) [A184] Great Black-backed Gull (Larus marinus) [A187] Kittiwake (Rissa tridactyla) [A188] Roseate Tern (Sterna dougallii) [A192] Common Tern (Sterna hirundo) [A193]	Circa 25km east of the proposal site.	Disturbance/displacement of qualifying species could arise during the construction phase via water quality impacts.	Y

	Arctic Tern (Sterna paradisaea) [A194] Little Tern (Sternula albifrons) [A195] Guillemot (Uria aalge) [A199] Razorbill (Alca torda) [A200] Puffin (Fratercula arctica) [A204] Little Gull (Hydrocoloeus minutus) [A862] www.npws.ie/protected-sites/spa/004236			
Malahide Estuary SAC (000205)	Mudflats and sandflats not covered by seawater at low tide [1140] Salicornia and other annuals colonising mud and sand [1310] Spartina swards (Spartinion maritimae) [1320] Atlantic salt meadows (Glauco-Puccinellietalia maritimae) [1330] Mediterranean salt meadows (Juncetalia maritimi) [1410] Shifting dunes along the shoreline with Ammophila arenaria (white dunes) [2120] Fixed coastal dunes with herbaceous vegetation (grey dunes) [2130] www.npws.ie/protected-sites/sac/000205	Circa 27km east of the proposal site.	No hydrological or hydrogeological pathway to the SAC	N

Malahide Estuary SPA (004025)	Great Crested Grebe (Podiceps cristatus) [A005] Light-bellied Brent Goose (Branta bernicla hrota) [A046] Shelduck (Tadorna tadorna) [A048] Pintail (Anas acuta) [A054] Goldeneye (Bucephala clangula) [A067] Red-breasted Merganser (Mergus serrator) [A069] Oystercatcher (Haematopus ostralegus) [A130] Golden Plover (Pluvialis apricaria) [A140] Grey Plover (Pluvialis squatarola) [A141] Knot (Calidris canutus) [A143] Dunlin (Calidris alpina) [A149] Black-tailed Godwit (Limosa limosa) [A156] Bar-tailed Godwit (Limosa lapponica) [A157] Redshank (Tringa totanus) [A162] Wetland and Waterbirds [A999] www.npws.ie/protected-sites/spa/004025	Circa 27km east of the proposal site.	No hydrological or hydrogeological pathway to the SPA.	N
Rockabill to Dalkey Island SAC (003000)	Reefs [1170] Phocoena phocoena (Harbour Porpoise) [1351]	Circa 29km east of the proposal site.	Potential hydrological pathway via the River Liffey to the SAC from the	Y

	www.npws.ie/protected-sites/sac/003000		proposed development site, Proposed works may disturb the Dublin GWB resulting in potential hydrogeological connectivity between the proposed scheme and SAC.	
Dalkey Islands SPA (004172)	Roseate Tern (Sterna dougallii) [A192] Common Tern (Sterna hirundo) [A193] Arctic Tern (Sterna paradisaea) [A194] www.npws.ie/protected-sites/spa/004172	Circa 29km east of the proposal site.	Disturbance/displacement of qualifying species could arise during the construction phase via water quality impacts.	Y
Howth Head SAC (000202)	Vegetated sea cliffs of the Atlantic and Baltic coasts [1230] European dry heaths [4030] www.npws.ie/protected-sites/sac/000202	Circa 29km east of the proposal site.	No hydrological or hydrogeological pathway to the SAC	N
Howth Head Coast SPA (004113)	Kittiwake (Rissa tridactyla) [A188] www.npws.ie/protected-sites/spa/004113	Circa 32km east of the proposal site.	Disturbance/displacement of qualifying species could arise during the construction phase via water quality impacts.	Y
The proposed works cross the River Liffey and are located adjacent to the River Liffey. The proposed works are likely to discharge directly into the River Liffey and therefore there is a direct hydrological link between the proposed works site and European sites located in Dublin Bay. In addition, the proposed scheme is located within the Dublin (IE_EA_G_008) Ground Waterbody (GWB) and the general groundwater flow in this GWB is towards the coast and towards the River				

Liffey. Therefore, there is potential hydrogeological connectivity between the proposed scheme and European sites in Dublin Bay.

Step 3. Describe the likely effects of the project (if any, alone or in combination) on European Sites

Due to the location of the development site which crosses the River Liffey and is located adjacent to the River Liffey, impacts generated require consideration.

Sources of impacts and likely significant effects are detailed in the Table below:

AA Screening matrix

Site name **Qualifying interests**	**Possibility of significant effects (alone) in view of the conservation objectives of the site***	
	Impacts	**Effects**
Site 1: Name (code) North Dublin Bay SAC (000206)	Direct: Yes - direct pathway through the River Liffey to the SAC. - Release of silt and sediments during site works, release of construction related compounds including hydrocarbons to surface water, potential disturbance of sewage pipes adjacent to the River Liffey may cause a pollution event downstream Indirect: Yes - Indirect hydrological connectivity via potential groundwater flow. The proposed scheme is located within the Dublin (IE_EA_G_008) GWB and the general groundwater flow in this GWB is towards the coast and towards the River Liffey. Therefore, there is potential hydrogeological connectivity between the proposed scheme and this SAC	Habitat loss/degradation.
	Likelihood of significant effects from proposed development (alone): Y	
	If No, is there likelihood of significant effects occurring in combination with other plans or projects?	

Site name Qualifying interests	Possibility of significant effects (alone) in view of the conservation objectives of the site*	
	Impacts	**Effects**
Site 2 : Name (code) South Dublin Bay SAC (000210)	Direct: Yes - direct pathway through the River Liffey to the SAC. - Release of silt and sediments during site works, release of construction related compounds including hydrocarbons to surface water, potential disturbance of sewage pipes adjacent to the River Liffey may cause a pollution event downstream Indirect: Yes - Indirect hydrological connectivity via potential groundwater flow. The proposed scheme is located within the Dublin (IE_EA_G_008) GWB and the general groundwater flow in this GWB is towards the coast and towards the River Liffey. Therefore, there is potential hydrogeological connectivity between the proposed scheme and this SAC.	Habitat loss/degradation
	Likelihood of significant effects from proposed development (alone): Y	
	If No, is there likelihood of significant effects occurring in combination with other plans or projects?	

Site name Qualifying interests	Possibility of significant effects (alone) in view of the conservation objectives of the site*	
	Impacts	**Effects**
Site 3: Name (code)	Direct: Yes - direct pathway through the River Liffey to the SPA.	

South Dublin Bay and River Tolka Estuary SPA (004024)	- Release of silt and sediments during site works, release of construction related compounds including hydrocarbons to surface water, potential disturbance of sewage pipes adjacent to the River Liffey may cause a pollution event downstream Indirect: Yes - Indirect hydrological connectivity via potential groundwater flow. The proposed scheme is located within the Dublin (IE_EA_G_008) GWB and the general groundwater flow in this GWB is towards the coast and towards the River Liffey. Therefore, there is potential hydrogeological connectivity between the proposed scheme and this SPA.	Loss/degradation of Dublin Bay habitats that are potentially utilised by SCI bird species of this SPA
	Likelihood of significant effects from proposed development (alone): Y	
	If No, is there likelihood of significant effects occurring in combination with other plans or projects?	

Site name **Qualifying interests**	**Possibility of significant effects (alone) in view of the conservation objectives of the site***	
	Impacts	**Effects**
Site 4: Name (code) North Bull Island SPA (004006)	Direct: Yes - direct pathway through the River Liffey to the SPA. - Release of silt and sediments during site works, release of construction related compounds including hydrocarbons to surface water, potential disturbance of sewage pipes adjacent to the River Liffey may cause a pollution event downstream Indirect: Yes	Loss/degradation of Dublin Bay habitats that are potentially utilised by SCI bird species of this SPA

	- Indirect hydrological connectivity via potential groundwater flow. The proposed scheme is located within the Dublin (IE_EA_G_008) GWB and the general groundwater flow in this GWB is towards the coast and towards the River Liffey. Therefore, there is potential hydrogeological connectivity between the proposed scheme and this SPA.	
	Likelihood of significant effects from proposed development (alone): Y	
	If No, is there likelihood of significant effects occurring in combination with other plans or projects?	
Site name **Qualifying interests**	**Possibility of significant effects (alone) in view of the conservation objectives of the site***	
	Impacts	**Effects**
Site 5: Name (code) North West Irish Sea SPA (004236)	Direct: Yes - direct pathway through the River Liffey to the SPA. - Release of silt and sediments during site works, release of construction related compounds including hydrocarbons to surface water, potential disturbance of sewage pipes adjacent to the River Liffey may cause a pollution event downstream Indirect: Yes - Indirect hydrological connectivity via potential groundwater flow. The proposed scheme is located within the Dublin (IE_EA_G_008) GWB and the general groundwater flow in this GWB is towards the coast and towards the River Liffey. Therefore, there is potential hydrogeological connectivity between the proposed scheme and this SPA.	Loss/degradation of Dublin Bay habitats that are potentially utilised by SCI bird species of this SPA

	Likelihood of significant effects from proposed development (alone): Y	
	If No, is there likelihood of significant effects occurring in combination with other plans or projects?	
Site name **Qualifying interests**	**Possibility of significant effects (alone) in view of the conservation objectives of the site***	
	Impacts	**Effects**
Site 6: Name (code) Rockabill to Dalkey Island SAC (003000)	Direct: Yes - direct pathway through the River Liffey to the SAC. - Release of silt and sediments during site works, release of construction related compounds including hydrocarbons to surface water, potential disturbance of sewage pipes adjacent to the River Liffey may cause a pollution event downstream Indirect: Yes - Indirect hydrological connectivity via potential groundwater flow. The proposed scheme is located within the Dublin (IE_EA_G_008) GWB and the general groundwater flow in this GWB is towards the coast and towards the River Liffey. Therefore, there is potential hydrogeological connectivity between the proposed scheme and this SAC.	Habitat loss/degradation of important marine habitats and the harbour porpoise
	Likelihood of significant effects from proposed development (alone): Y	
	If No, is there likelihood of significant effects occurring in combination with other plans or projects?	
Site name **Qualifying interests**	**Possibility of significant effects (alone) in view of the conservation objectives of the site***	

	Impacts	**Effects**
Site 7: Name (code) Dalkey Islands SPA (004172)	Direct: Yes - direct pathway through the River Liffey to the SPA. - Release of silt and sediments during site works, release of construction related compounds including hydrocarbons to surface water, potential disturbance of sewage pipes adjacent to the River Liffey may cause a pollution event downstream Indirect: Yes - Indirect hydrological connectivity via potential groundwater flow. The proposed scheme is located within the Dublin (IE_EA_G_008) GWB and the general groundwater flow in this GWB is towards the coast and towards the River Liffey. Therefore, there is potential hydrogeological connectivity between the proposed scheme and this SPA.	Loss/degradation of Dublin Bay habitats that are potentially utilised by SCI bird species of this SPA.
	Likelihood of significant effects from proposed development (alone): Y	
	If No, is there likelihood of significant effects occurring in combination with other plans or projects?	
Site name **Qualifying interests**	**Possibility of significant effects (alone) in view of the conservation objectives of the site***	
	Impacts	**Effects**
Site 8: Name (code) Howth Head Coast SPA (004113)	Direct: Yes - direct pathway through the River Liffey to the SPA. - Release of silt and sediments during site works, release of construction related compounds including hydrocarbons to surface water, potential disturbance of sewage pipes	

	adjacent to the River Liffey may cause a pollution event downstream Indirect: Yes - Indirect hydrological connectivity via potential groundwater flow. The proposed scheme is located within the Dublin (IE_EA_G_008) GWB and the general groundwater flow in this GWB is towards the coast and towards the River Liffey. Therefore, there is potential hydrogeological connectivity between the proposed scheme and this SPA.	Loss/degradation of Dublin Bay habitats that are potentially utilised by SCI bird species of this SPA.
	Likelihood of significant effects from proposed development (alone): Y	
	If No, is there likelihood of significant effects occurring in combination with other plans or projects?	

Further Commentary / discussion
Through the River Liffey, the proposed scheme has connectivity to European sites in Dublin Bay, approximately 40 km downstream. While no instream works are proposed the presence of sewer pipes in the banks of the River Liffey create the potential for a sewage leak and a significant pollution event in the River Liffey and downstream in Dublin Bay. With the construction of the bridge and the potential requirement to move unrelated services, there is potential for likely significant effects on European sites to occur. Given the potential connectivity to several European sites within Dublin Bay, there is potential for likely significant effects.

Step 4 Conclude if the proposed development could result in likely significant effects on a European site

Based on the information provided in the screening report, site visit, review of the conservation objectives and supporting documents, I consider that in the absence of mitigation measures beyond best practice construction methods, the proposed development has potential to result in significant effects on the North Dublin Bay SAC (000206), South Dublin Bay SAC (000210), South Dublin Bay and River Tolka Estuary SPA (004024), North Bull Island SPA (004006), North-West Irish Sea SPA (004236), Rockabill to Dalkey Island SAC (003000), Dalkey Islands SPA (004172) and Howth Head Coast SPA (004113).

I conclude that it is not possible to exclude the possibility that proposed development alone would result in significant effects on the North Dublin Bay SAC (000206), South Dublin Bay SAC (000210), South Dublin Bay and River Tolka Estuary SPA (004024), North Bull Island SPA (004006), North-West Irish Sea SPA (004236), Rockabill to Dalkey Island SAC (003000), Dalkey

Islands SPA (004172) and Howth Head Coast SPA (004113) from effects associated with habitat loss/deterioration and disturbance/displacement of qualifying species. An appropriate assessment is required on the basis of the possible effects of the project 'alone'. Further assessment in-combination with other plans and projects is not required at screening stage.

Proceed to AA.

Screening Determination

Significant effects cannot be excluded

In accordance with Section 177U of the Planning and Development Act 2000 (as amended) and on the basis of the information considered in this AA screening, I conclude that it is not possible to exclude that the proposed development alone will give rise to significant effects on the North Dublin Bay SAC (000206), South Dublin Bay SAC (000210), South Dublin Bay and River Tolka Estuary SPA (004024), North Bull Island SPA (004006), North-West Irish Sea SPA (004236), Rockabill to Dalkey Island SAC (003000), Dalkey Islands SPA (004172) and Howth Head Coast SPA (004113) in view of the site's conservation objectives. Appropriate Assessment is required.

This determination is based on:

- Due to the location of the proposed scheme in proximity to the River Liffey a potential impact pathway has been identified to several European sites within Dublin Bay.
- The proposed scheme is located within the Dublin (IE_EA_G_008) GWB and the general groundwater flow in this GWB is towards the coast and towards the River Liffey. Therefore, there is potential hydrogeological connectivity between the proposed scheme and several European sites within Dublin Bay.
- The construction of the bridge and the potential requirement to move sewer pipes in the banks of the River Liffey there is potential for a significant pollution event in the River Liffey and downstream at several European sites within Dublin Bay.

Appendix 2: Appropriate Assessment Determination

Appropriate Assessment
The requirements of Article 6(3) as related to appropriate assessment of a project under part XAB, sections 177V of the Planning and Development Act 2000 (as amended) are considered fully in this section.
Taking account of the preceding screening determination, the following is an appropriate assessment of the implications of the Celbridge to Hazelhatch Link Mobility Corridor which begins at a new junction on the R403 Clane Road and connects with the Hazelhatch and Celbridge train station, in view of the relevant conservation objectives of the North Dublin Bay SAC (000206), South Dublin Bay SAC (000210), South Dublin Bay and River Tolka Estuary SPA (004024), North Bull Island SPA (004006), North-West Irish Sea SPA (004236), Rockabill to Dalkey Island SAC (003000), Dalkey Islands SPA (004172) and Howth Head Coast SPA (004113) based on scientific information provided by the applicant and considering observations on nature conservation. The information relied upon includes the following: • Natura Impact Statement prepared by RPS Group Limited • Planning application documents • NPWS website outlining conservation objectives, site synopsis and statutory instruments for protected sites. • Water Quality data from the EPA online GIS system I am satisfied that the information provided is adequate to allow for Appropriate Assessment. I am satisfied that all aspects of the project which could result in significant effects are considered and assessed in the NIS and mitigation measures designed to avoid or reduce any adverse effects on site integrity are included and assessed for effectiveness.
Submissions/observations **Inland Fisheries Ireland (IFI)** • The proposed development area is traversed by the River Liffey in addition to smaller associated surface water channels (Sinkeen and Donaghcomper Rivers etc.). The Liffey and several of its tributaries are exceptional in the area in supporting Atlantic salmon {Salmo salar, listed under Annex II and V of the EU Habitats Directive) and Sea trout (Salmo trutta) in addition to resident Brown trout (Salmo trutta) populations. This highlights the sensitivity of local watercourses and the Liffey catchment in general. • The Grand Canal at Hazelhatch supports significant populations of coarse fish not to mention a range of other freshwater aquatic species, plus all associated floral and faunal components in adjacent habitats. • Should development proceed, best practice should be implemented at all times in relation to any activities that may impact on surface water or riparian habitats.

- The disturbance of riparian habitats should be minimised. Buffer zones must be strictly adhered to and riparian vegetation should be retained in as natural a state as possible at all times.
- There can be no direct pumping of contaminated water from the works to a watercourse at any time.
- Any topsoil material which is to be stored on site must have mitigations in place to prevent any deleterious material entering the surface water network.
- Detail design and subsequent method statements for the new bridge over the Liffey, culverts and surface water outfalls must be submitted to IFI for approval. Instream works can only take place from 1st July to 30th September.
- Silt fencing and silt trappings on construction roads and any temporary watercourse crossings must be in place to avoid allowing silt to enter watercourses.
- Due to the size of the development a suitably qualified Ecological Clerk of Works (ECoW) should be appointed to oversee the construction works and carry out the water quality monitoring.

Public Observations

(i) Five no public submission were received, however no issues in relation to the AA were raised.

North Dublin Bay SAC (SITE CODE - 000206):

Summary of Key issues that could give rise to adverse effects (from screening stage):

(i) Potential impact pathways have been identified for qualifying habitats and species via suspended silt or contaminants entering surface waters (River Liffey) or infiltrating to groundwater during the construction of the proposed scheme.

Qualifying Interest features likely to be affected	**Conservation Objectives Targets and attributes (summary-inserted)**	**Potential adverse effects**	**Mitigation measures (summary)**	
Mudflats and sandflats not covered by seawater at low tide [1140]	To maintain the favourable conservation condition Habitat area: stable or increasing Community extent: Maintain the extent of Mytilus edulis-dominated community, subject to natural processes.	Source impact pathway for potential significant effects identified resulting in deterioration in water quality thereby reducing habitat quality	Detailed Mitigation Measures to avoid impact on water quality during construction are outlined within section 7 and include but are not limited to: A detailed method statement will be prepared in advance	

Atlantic salt meadows [1330]	To maintain the favourable conservation condition Habitat area: stable or increasing Habitat distribution: no decline		of construction, Supervision by a Project Ecologist and ECoW, Silt fencing shall be installed for all work within 15m of water features, Stockpiling of construction materials to be strictly prohibited within 15m of any ditch or water-laden channel, all fuels, oils and construction fluids will be stored within suitably designed bunded areas, Re-fuelling of plant will only take place on hardstand and not within 1m of any watercourse or surface water feature, Wash down water from exposed aggregate surfaces will be trapped on-site to allow sediment to settle out before clarified water is released to a drain system, An Environmental Incident and Emergency Response Plan will be established, Spill kits and hydrocarbon absorbent materials will be available on site, all site personnel will be adequately briefed to avoid pollution of all types, No instream works shall be carried out	
Mediterranean salt meadows [1410]	To maintain the favourable conservation condition Habitat area: stable or increasing Habitat distribution: no decline Vegetation structure: no significant expansion of common cordgrass (Spartina anglica)			
Annual vegetation of drift lines [1210]	To restore the favourable conservation condition Habitat area: increasing subject to natural processes Habitat distribution: no decline Physical Structure: Maintain the natural circulation of sediment and organic matter, without any physical obstructions Vegetation structure: Maintain the range of coastal habitats including transitional zones, subject to natural processes including erosion and succession			
Salicornia and other annuals colonising mud and sand [1310]	To restore the favourable conservation condition Habitat area: stable or increasing			

	Habitat distribution: no decline Vegetation structure: Maintain structural variation within sward		during the period July to September, any instream works area will be isolated and de-watered and an ecologist will be on-hand at the time the contained area is dewatered. At the River Liffey crossing the foul sewers will be clearly demarcated and protected and an ECoW will be present for any bankside works.	
Embryonic shifting dunes [2110]	To restore the favourable conservation condition Habitat area: stable or increasing subject to natural processes including erosion and succession Habitat distribution: no decline Physical structure: Maintain the natural circulation of sediment and organic matter, without any physical obstructions Vegetation structure: Maintain the range of coastal habitats including transitional zones, subject to natural processes including erosion and succession			
Humid dune slacks [2190]	As above	Humid dune slacks are associated with the water table throughout the year. Source impact pathway for potential significant effects identified from deterioration in water quality thereby reducing habitat quality		
Shifting dunes along the shoreline with *Ammophila arenaria* (white dunes) [2120]	As above	No source impact pathway for significant effects was identified. This habitat relies on	None	

		regular sediment inputs for accretion and is set back from the high-water mark. Therefore, there is limited potential to come in contact with discharges from proposed scheme		
Fixed coastal dunes with herbaceous vegetation (grey dunes) [2130]	To restore the favourable conservation condition Habitat area: stable or increasing Habitat distribution: no decline Vegetation structure: Maintain the range of coastal habitats including transitional zones, subject to natural processes including erosion and succession	This habitat is found on the landward side of the dune habitat. Owing to the terrestrial nature of the habitat, it is unlikely that it would come into contact with discharges from the proposed scheme.	None	
Petalophyllum ralfsii (Petalwort) [1395]	To restore the favourable conservation condition Distribution: No decline Population size: No decline Area of suitable habitat: No decline Hydrological conditions: Maintain hydrological conditions so that substrate is kept moist and damp throughout the year, but not subject to prolonged inundation by flooding in winter Vegetation: Maintain open, low vegetation, with a high percentage	The only known population of Petalwort within North Dublin Bay SAC occurs in proximity to St. Anne's Golf Club, >25 km from the proposed scheme area. As such, no direct impacts to this terrestrial QI species population will occur.	None	

	cover of bryophytes (small acrocarps and liverwort turf) and bare ground			

Given the range of habitats, this SAC which overlaps with North Bull Island SPA also supports internationally important numbers of wintering bird species.
The above table is based on the documentation and information provided on the file and I am satisfied that the submitted NIS has identified the relevant attributes and targets of the Qualifying Interests.

Assessment of issues that could give rise to adverse effects:

Water quality degradation
The works will take place in close proximity to the River Liffey and therefore there is considered to be a direct hydrological link to the SAC. Sediment-laden run-off, accident fuels/chemicals leaks, and other contaminants during the construction phase could potentially result in a deterioration of water quality, thereby reducing habitat quality. In addition, in the construction of the foundation for the bridge there is potential for contaminants to infiltrate to groundwater. The proposed scheme is located within the Dublin (IE_EA_G_008) GWB and the general groundwater flow in this GWB is towards the coast and towards the River Liffey. Therefore, there is potential hydrogeological connectivity between the proposed scheme and the SAC.

Mitigation measures and conditions
Mitigation measures to avoid or minimise the runoff of pollutants to surface waters or ground waterbodies

Measures incorporated and integrated into the Proposed Scheme design are:

- The bridge abutments will be back from River Liffey banks by at least 5m,
- The bridge abutments will be a minimum of 1m distance from the foul sewer pipes on either side of the River Liffey crossing. Foul sewers will be protected in place during construction activities,
- The working platforms for the construction of the bridge will be located outside the extent of the fluvial flooding from the River Liffey,
- Aside from at the Liffey crossing, the earthworks do not include significant cuttings, and therefore dewatering of excavations will generally not be required. However, suitable sediment and erosion controls will be implemented for the runoff from the earthworks to ensure that the sediment load in water discharging to the receiving watercourses is kept below permissible levels,
- Various SuDS features will be integrated, including attenuation basins, attenuation swales, bio-retention trenches, infiltration trenches and hydrocarbon interceptors will treat and attenuate the surface water run-off before it discharges to the receiving watercourse at greenfield run-off rates.

Frameworks Measures are:

- A Project Ecologist will be appointed by Kildare County Council before the commencement of works to supervise and provide recommendations on the execution of

any works which have the potential to give rise to negative or positive effects on biodiversity.
- The Contractor shall appoint an Environmental Manager / Clerk of Works (ECoW) before the commencement of works. This person shall be responsible for carrying out environmental monitoring of the works and ensuring that the mitigation measures proposed in the NIS and identified by the Project Ecologist, are adhered to.

Surface Water and Groundwater Protection Measures during the Construction Phase are:
- Before works commence, a detailed method statement shall be prepared by the Contractor and agreed with the Project Ecologist and ECoW for works within or adjacent to the River Liffey, Loughlinstown Stream, the unnamed Simmonstown Stud stream and the drainage ditch along the R405. The method statement shall include a map showing the locations of surface water features, works exclusion zones, site compounds, stockpiles, settlement tanks/ponds, temporary percolation areas and silt fencing.
- Together with the ECoW, environmental triggers for safe undertaking of the high-risk work items will be agreed between the Contractor and Project Ecologist as well as any other experts or technical specialists needed for high risk aspects of the project. The work items will include - Site set-up and materials/equipment delivery, Earthworks and excavation and Concrete pouring. Commencement and abandonment triggers include – Rainfall, Water levels, Onsite weather conditions, Soil wetness and Integrity of mitigation measures.
- Silt fencing will be installed for all work within 15m of the River Liffey, Loughlinstown Stream, the unnamed Simmonstown Stud stream, and the drainage ditch along the R405.
- Stockpiling of construction materials to be strictly prohibited within 15 m of any ditch or water-laden channel,
- Hazardous materials including diesel, fuel oils, solvents, paints and/or lubricants will be stored on hardstand and within suitably designed bunded areas,
- Re-fuelling of plant shall only take place on hardstand and not within 1m of any watercourse or surface water feature. Spill containment (i.e. drip trays) shall be used, and spill kits shall be kept available and used if necessary,
- Oils, fuel, chemicals, hydraulic fluids, etc. to be stored in designated bunded areas at construction compounds. Refuelling of construction equipment will only take place in these designated bunded areas,
- Waste oils and hydraulic fluids will be collected in leak-proof containers and removed from the site for disposal or recycling at licensed facilities,
- Waste materials will be stored in designated areas that are isolated from surface water drains and watercourses,
- All machinery will be routinely checked to ensure no leakage,
- Wash down water from exposed aggregate surfaces, cast-in-place concrete and from concrete trucks will be trapped on-site to allow sediment to settle out before clarified water is released to a drain system,
- No waste will be buried, burnt, or dumped on-site or in land adjacent to the site.

Control and response to environmental incidents/accidents measures during the construction phase are:
- An Environmental Incident and Emergency Response Plan will be established by the Contractor to deal with incidents or accidents during construction that may give rise to pollution in watercourses proximal to the works,
- Spill kits and hydrocarbon absorbent materials will be available on site,

- Throughout all stages of the construction phase the Contractor will ensure that all site personnel are made aware of the importance of the freshwater environments and the requirement to avoid pollution of all types.

Measures to Protect Biodiversity Features during Instream Works are:

- To minimise adverse impacts on watercourses, instream works shall be carried out during the period July to September.
- Prior to any instream works, the appointed contractor(s) will ensure that all construction equipment is mechanically sound to avoid leaks of oil, fuel, hydraulic fluids, and grease,
- Any instream works area will be isolated and de-watered using a gravity/flume system (or similarly effective method),
- There shall be a licenced, experienced and qualified ecologist on-hand at the time the contained area is dewatered. Eels, lamprey ammocoetes and crayfish that emerge during the water draw down shall be collected in clean buckets of water and returned to the channel, a short distance upstream of works. Crayfish shall not be transferred to another watercourse.
- The duration of the isolation works shall be kept as short as possible
- Before the isolated area is de-watered, appropriate measures will be taken to relocate any stranded wildlife, with transplanting or watering sensitive aquatic vegetation in isolated areas to be considered.
- Before the removal of the upstream barrier, any silt or trash that has accumulated against the barrier shall be removed and disposed of properly. The downstream barrier shall be removed first; and
- Isolated works areas shall never be de-watered directly into adjacent or nearby watercourses or ditches.

Measures at the River Liffey crossing during construction are:

- The ECoW shall be present for any bankside works.
- The locations of the foul sewer pipes are to be clearly demarcated. The foul sewers are to be protected in place. The detailed method statement for works at the Liffey bridge crossing shall set out appropriate measures to ensure effective protective measures (e.g. tool box talks, signage, barriers and buffer areas) are in place at all times during construction. An appropriate emergency response plan will be in place in case of a leak to ensure it is immediately contained,
- Water pumped from excavations shall be passed through pre-fabricated settlement tanks. A silt sock or bag will be positioned at this exit point as an additional control measure. A specialist Contractor will be required to remove the settled materials at the base of this pond. Trenched silt fencing shall be installed around the area designated for infiltration to capture any silt from overland flow.
- Discharge water from the pond will be inspected on a daily basis,
- Should water pumped from excavations become contaminated (e.g. from a hydrocarbon spill or leak), pumped water shall be tankered off site and treated at an appropriately licensed facility.
- If large amounts of water leak into the contained area, works shall stop until a more secure system is installed.
- Machinery shall operate from the bankside and not instream.

Monitoring during construction phase • Surface water monitoring procedures will be undertaken to ensure environmental protection and management requirements are being implemented. I am satisfied that the preventative measures proposed which are aimed at interrupting the source-pathway-receptor are targeted at the key threats and by arresting these pathways or reducing possible effect to a non-significant level, adverse effects can be prevented. Mitigation measures related to water quality impacts on qualifying habitats and species are captured in Planning Conditions 2, 3 and 7 of the Inspectors Report.	
In-combination effects I am satisfied that in-combination effects have been assessed adequately in the NIS. The applicant has demonstrated satisfactorily that no significant residual effects will remain post the application of mitigation measures and there is therefore no potential for in-combination effects. I have also reviewed the Planning Register in relation to the proposed development since the lodgement of the application and am satisfied that there are no new applications which would materially impact the proposed scheme in terms of cumulative impacts.	

Findings and conclusions

The applicant determined that following the implementation of mitigation measures the construction of the proposed development alone, or in combination with other plans and projects, will not adversely affect the integrity of this European site.

Based on the information provided, I am satisfied that adverse effects arising from the proposed development can be excluded for the North Dublin Bay SAC (SITE CODE – 000206). The mitigation measures will ensure that suspended solids and other pollutants will not be discharged to ground or surface waters during construction, and that there will be no deterioration in water quality or reduction in habitat quality. The installation of silt fencing within 15m of water features as well as restriction on stockpiling and refuelling of plant and machinery and restrictions on the timing of the works will ensure sensitive or designated ecological habitat are protected. I am satisfied that the mitigation measures proposed to prevent adverse effects have been assessed as effective and can be implemented.

Reasonable scientific doubt

I am satisfied that no reasonable scientific doubt remains as to the absence of adverse effects.

Site Integrity

The proposed development will not affect the maintenance of the Conservation objectives of the North Dublin Bay SAC (SITE CODE – 000206). Adverse effects on site integrity can be excluded, and no reasonable scientific doubt remains as to the absence of such effects.

South Dublin Bay SAC (SITE CODE - 000210):

Summary of Key issues that could give rise to adverse effects (from screening stage):

(ii) Potential impact pathways have been identified for qualifying habitats and species via suspended silt and contaminants entering surface waters (River Liffey) or infiltrating to groundwater during the construction of the proposed scheme.

Qualifying Interest features likely to be affected	**Conservation Objectives Targets and attributes (summary- inserted)**	**Potential adverse effects**	**Mitigation measures (summary)**
Mudflats and sandflats not covered by seawater at low tide [1140]	To maintain the favourable conservation condition Habitat area: stable or increasing Community extent: Maintain the extent of Zostera-dominated community, subject to natural processes.	Source impact pathway for potential significant effects identified resulting from deterioration in water quality thereby reducing habitat quality	Detailed Mitigation Measures to avoid impact on water quality during construction are outlined within section 7 and include but are not limited to: A detailed method statement will be prepared in advance of construction, Supervision by a Project Ecologist and ECoW, Silt fencing shall be installed for all work within 15m of water features, Stockpiling of construction materials to be strictly prohibited within 15 m of any ditch or water-laden channel, all fuels, oils and construction fluids will be stored within suitably designed bunded areas, Re-fuelling of plant will only take place on hardstand and not within 1m of any watercourse or surface water feature, Wash down water from exposed aggregate surfaces will be trapped on-site to allow sediment to settle out before
Annual vegetation of drift lines [1210]	To maintain the favourable conservation condition Habitat area: stable or increasing Habitat distribution: No decline, subject to natural processes, Evidence of decline or loss: no evidence of decline since designation.		
Salicornia and other annuals colonising mud and sand [1310]	As above		
Embryonic shifting dunes [2110]	As above		

			clarified water is released to a drain system, An Environmental Incident and Emergency Response Plan will be established, Spill kits and hydrocarbon absorbent materials will be available on site, all site personnel will be adequately briefed to avoid pollution of all types, No instream works shall be carried out during the period July to September, any instream works area will be isolated and de-watered and an ecologist will be on-hand at the time the contained area is dewatered. At the River Liffey crossing the foul sewers will be clearly demarcated and protected and an ECoW will be present for any bankside works.

The site is selected for four habitats and contains important habitat for several bird species. The site also overlaps with South Dublin Bay and River Tolka Estuary SPA.
The above table is based on the documentation and information provided on the file and I am satisfied that the submitted NIS has identified the relevant attributes and targets of the Qualifying Interests. The conservation objectives listed for QI Annual vegetation of drift lines [1210],
QI Salicornia and other annuals colonising mud and sand [1310] and QI Embryonic shifting dunes [2110] within the Conservation Objective series associated with the SAC were published on the 24th April 2026 and I am satisfied that I have sufficient information before me to undertake this assessment, and I note the mitigation measures proposed are clear and relevant to the SAC.

Assessment of issues that could give rise to adverse effects:

Water quality degradation

The works will take place in close proximity to the River Liffey and therefore there is considered to be a direct hydrological link to the SAC. Sediment-laden run-off, accident fuels/chemicals leaks,

and other contaminants during the construction phase could potentially result in a deterioration of water quality, thereby reducing habitat quality. In addition, in the construction of the foundation for the bridge there is potential for contaminants to infiltrate to groundwater. The proposed scheme is located within the Dublin (IE_EA_G_008) GWB and the general groundwater flow in this GWB is towards the coast and towards the River Liffey. Therefore, there is potential hydrogeological connectivity between the proposed scheme and the SAC.

Mitigation measures and conditions

Mitigation measures to avoid or minimise the runoff of pollutants to surface waters or ground waterbodies

Measures incorporated and integrated into the Proposed Scheme design are:

- The bridge abutments will be back from River Liffey banks by at least 5m,
- The bridge abutments will be a minimum of 1m distance from the foul sewer pipes on either side of the River Liffey crossing. Foul sewers will be protected in place during construction activities,
- The working platforms for the construction of the bridge will be located outside the extent of the fluvial flooding from the River Liffey,
- Aside from at the Liffey crossing, the earthworks do not include significant cuttings, and therefore dewatering of excavations will generally not be required. However, suitable sediment and erosion controls will be implemented for the runoff from the earthworks to ensure that the sediment load in water discharging to the receiving watercourses is kept below permissible levels,
- Various SuDS features will be integrated, including attenuation basins, attenuation swales, bio-retention trenches, infiltration trenches and hydrocarbon interceptors will treat and attenuate the surface water run-off before it discharges to the receiving watercourse at greenfield run-off rates.

Frameworks Measures are:

- A Project Ecologist will be appointed by Kildare County Council before the commencement of works to supervise and provide recommendations on the execution of any works which have the potential to give rise to negative or positive effects on biodiversity.
- The Contractor shall appoint an Environmental Manager / Clerk of Works (ECoW) before the commencement of works. This person shall be responsible for carrying out environmental monitoring of the works and ensuring that the mitigation measures proposed in the NIS and identified by the Project Ecologist, are adhered to.

Surface Water and Groundwater Protection Measures during the Construction Phase are:

- Before works commence, a detailed method statement shall be prepared by the Contractor and agreed with the Project Ecologist and ECoW for works within or adjacent to the River Liffey, Loughlinstown Stream, the unnamed Simmonstown Stud stream and the drainage ditch along the R405. The method statement shall include a map showing the locations of surface water features, works exclusion zones, site compounds, stockpiles, settlement tanks/ponds, temporary percolation areas and silt fencing.
- Together with the ECoW, environmental triggers for safe undertaking of the high-risk work items will be agreed between the Contractor and Project Ecologist as well as any other experts or technical specialists needed for high risk aspects of the project. The work items will include - Site set-up and materials/equipment delivery, Earthworks and excavation and

Concrete pouring. Commencement and abandonment triggers include – Rainfall, Water levels, Onsite weather conditions, Soil wetness and Integrity of mitigation measures.

- Silt fencing will be installed for all work within 15m of the River Liffey, Loughlinstown Stream, the unnamed Simmonstown Stud stream, and the drainage ditch along the R405.
- Stockpiling of construction materials to be strictly prohibited within 15 m of any ditch or water-laden channel,
- Hazardous materials including diesel, fuel oils, solvents, paints and/or lubricants will be stored on hardstand and within suitably designed bunded areas,
- Re-fuelling of plant shall only take place on hardstand and not within 1m of any watercourse or surface water feature. Spill containment (i.e. drip trays) shall be used, and spill kits shall be kept available and used if necessary,
- Oils, fuel, chemicals, hydraulic fluids, etc. to be stored in designated bunded areas at construction compounds. Refuelling of construction equipment will only take place in these designated bunded areas,
- Waste oils and hydraulic fluids will be collected in leak-proof containers and removed from the site for disposal or recycling at licensed facilities,
- Waste materials will be stored in designated areas that are isolated from surface water drains and watercourses,
- All machinery will be routinely checked to ensure no leakage,
- Wash down water from exposed aggregate surfaces, cast-in-place concrete and from concrete trucks will be trapped on-site to allow sediment to settle out before clarified water is released to a drain system,
- No waste will be buried, burnt, or dumped on-site or in land adjacent to the site.

Control and response to environmental incidents/accidents measures during the construction phase are:

- An Environmental Incident and Emergency Response Plan will be established by the Contractor to deal with incidents or accidents during construction that may give rise to pollution in watercourses proximal to the works,
- Spill kits and hydrocarbon absorbent materials will be available on site,
- Throughout all stages of the construction phase the Contractor will ensure that all site personnel are made aware of the importance of the freshwater environments and the requirement to avoid pollution of all types.

Measures to Protect Biodiversity Features during Instream Works are:

- To minimise adverse impacts on watercourses, instream works shall be carried out during the period July to September.
- Prior to any instream works, the appointed contractor(s) will ensure that all construction equipment is mechanically sound to avoid leaks of oil, fuel, hydraulic fluids, and grease,
- Any instream works area will be isolated and de-watered using a gravity/flume system (or similarly effective method),
- There shall be a licenced, experienced and qualified ecologist on-hand at the time the contained area is dewatered. Eels, lamprey ammocoetes and crayfish that emerge during the water draw down shall be collected in clean buckets of water and returned to the channel, a short distance upstream of works. Crayfish shall not be transferred to another watercourse.
- The duration of the isolation works shall be kept as short as possible
- Before the isolated area is de-watered, appropriate measures will be taken to relocate any stranded wildlife, with transplanting or watering sensitive aquatic vegetation in isolated areas to be considered.

- Before the removal of the upstream barrier, any silt or trash that has accumulated against the barrier shall be removed and disposed of properly. The downstream barrier shall be removed first; and
- Isolated works areas shall never be de-watered directly into adjacent or nearby watercourses or ditches.

Measures at the River Liffey crossing during construction are:

- The ECoW shall be present for any bankside works.
- The locations of the foul sewer pipes are to be clearly demarcated. The foul sewers are to be protected in place. The detailed method statement for works at the Liffey bridge crossing shall set out appropriate measures to ensure effective protective measures (e.g. tool box talks, signage, barriers and buffer areas) are in place at all times during construction. An appropriate emergency response plan will be in place in case of a leak to ensure it is immediately contained,
- Water pumped from excavations shall be passed through pre-fabricated settlement tanks. A silt sock or bag will be positioned at this exit point as an additional control measure. A specialist Contractor will be required to remove the settled materials at the base of this pond. Trenched silt fencing shall be installed around the area designated for infiltration to capture any silt from overland flow.
- Discharge water from the pond will be inspected on a daily basis,
- Should water pumped from excavations become contaminated (e.g. from a hydrocarbon spill or leak), pumped water shall be tankered off site and treated at an appropriately licensed facility.
- If large amounts of water leak into the contained area, works shall stop until a more secure system is installed.
- Machinery shall operate from the bankside and not instream.

Monitoring during construction phase

- Surface water monitoring procedures will be undertaken to ensure environmental protection and management requirements are being implemented.

I am satisfied that the preventative measures proposed which are aimed at interrupting the source-pathway-receptor are targeted at the key threats and by arresting these pathways or reducing possible effect to a non-significant level, adverse effects can be prevented. Mitigation measures related to water quality impacts on qualifying habitats and species are captured in Planning Conditions 2, 3 and 7 of the Inspectors Report.

In-combination effects

I am satisfied that in-combination effects have been assessed adequately in the NIS. The applicant has demonstrated satisfactorily that no significant residual effects will remain post the application of mitigation measures and there is therefore no potential for in-combination effects. I have also reviewed the Planning Register in relation to the proposed development since the lodgement of the application and am satisfied that there are no new applications which would materially impact the proposed scheme in terms of cumulative impacts.

Findings and conclusions

The applicant determined that following the implementation of mitigation measures the construction of the proposed development alone, or in combination with other plans and projects, will not adversely affect the integrity of this European site.

Based on the information provided, I am satisfied that adverse effects arising from the proposed development can be excluded for the South Dublin Bay SAC (SITE CODE - 000210). The mitigation measures will ensure that suspended solids and other pollutants will not be discharged to ground or surface waters during construction, and that there will be no deterioration in water quality or reduction in habitat quality. The installation of silt fencing within 15m of water features as well as restriction on stockpiling and refuelling of plant and machinery and restrictions on the timing of the works will ensure sensitive or designated ecological habitat are protected. I am satisfied that the mitigation measures proposed to prevent adverse effects have been assessed as effective and can be implemented.

Reasonable scientific doubt

I am satisfied that no reasonable scientific doubt remains as to the absence of adverse effects.

Site Integrity

The proposed development will not affect the maintenance of the Conservation objectives of the South Dublin Bay SAC (SITE CODE - 000210). Adverse effects on site integrity can be excluded, and no reasonable scientific doubt remains as to the absence of such effects.

Rockabill to Dalkey Island SAC, (SITE CODE - 003000):

Summary of Key issues that could give rise to adverse effects (from screening stage):

(i) Potential impact pathways have been identified for qualifying habitats and species via suspended silt and contaminants entering surface waters (River Liffey) or infiltrating to groundwater during the construction of the proposed scheme.

Qualifying Interest features likely to be affected	**Conservation Objectives Targets and attributes (summary- inserted)**	**Potential adverse effects**	**Mitigation measures (summary)**
Reefs [1170]	To maintain the favourable conservation condition Habitat area: stable or increasing Habitat distribution: stable or increasing Community structure: Conserve the following community types in	Source impact pathway for potential significant effects identified resulting from deterioration in water quality thereby reducing habitat quality	Detailed Mitigation Measures to avoid impact on water quality during construction are outlined within section 7 and include but are not limited to:

	a natural condition: Intertidal reef community complex; and Subtidal reef community complex.		A detailed method statement will be prepared in advance of construction, Supervision by a Project Ecologist and ECoW, Silt fencing shall be installed for all work within 15m of water features, Stockpiling of construction materials to be strictly prohibited within 15 m of any ditch or water-laden channel, all fuels, oils and construction fluids will be stored within suitably designed bunded areas, Re-fuelling of plant will only take place on hardstand and not within 1m of any watercourse or surface water feature, Wash down water from exposed aggregate surfaces will be trapped on-site to allow sediment to settle out before clarified water is released to a drain system, An Environmental Incident and Emergency Response Plan will be established, Spill kits and
Harbour Porpoise *Phocoena phocoena* [1351]	To maintain the favourable conservation condition Access to suitable habitat: species range within the site should not be restricted by artificial barriers Disturbance: human activities should occur at levels that do not adversely affect the harbour porpoise community at the site.	As above	

			hydrocarbon absorbent materials will be available on site, all site personnel will be adequately briefed to avoid pollution of all types, No instream works shall be carried out during the period July to September, any instream works area will be isolated and de-watered and an ecologist will be on-hand at the time the contained area is dewatered. At the River Liffey crossing the foul sewers will be clearly demarcated and protected and an ECoW will be present for any bankside works.

The above table is based on the documentation and information provided on the file and I am satisfied that the submitted NIS has identified the relevant attributes and targets of the Qualifying Interests.

Assessment of issues that could give rise to adverse effects:

Water quality degradation

The works will take place in close proximity to the River Liffey and therefore there is considered to be a direct hydrological link to the SAC. Sediment-laden run-off, accident fuels/chemicals leaks, and other contaminants during the construction phase could potentially result in a deterioration of water quality, thereby reducing habitat quality. In addition, in the construction of the foundation for the bridge there is potential for contaminants to infiltrate to groundwater. The proposed scheme is located within the Dublin (IE_EA_G_008) GWB and the general

groundwater flow in this GWB is towards the coast and towards the River Liffey. Therefore, there is potential hydrogeological connectivity between the proposed scheme and the SAC.

Mitigation measures and conditions

Mitigation measures to avoid or minimise the runoff of pollutants to surface waters or ground waterbodies

Measures incorporated and integrated into the Proposed Scheme design are:

- The bridge abutments will be back from River Liffey banks by at least 5m,
- The bridge abutments will be a minimum of 1m distance from the foul sewer pipes on either side of the River Liffey crossing. Foul sewers will be protected in place during construction activities,
- The working platforms for the construction of the bridge will be located outside the extent of the fluvial flooding from the River Liffey,
- Aside from at the Liffey crossing, the earthworks do not include significant cuttings, and therefore dewatering of excavations will generally not be required. However, suitable sediment and erosion controls will be implemented for the runoff from the earthworks to ensure that the sediment load in water discharging to the receiving watercourses is kept below permissible levels,
- Various SuDS features will be integrated, including attenuation basins, attenuation swales, bio-retention trenches, infiltration trenches and hydrocarbon interceptors will treat and attenuate the surface water run-off before it discharges to the receiving watercourse at greenfield run-off rates.

Frameworks Measures are:

- A Project Ecologist will be appointed by Kildare County Council before the commencement of works to supervise and provide recommendations on the execution of any works which have the potential to give rise to negative or positive effects on biodiversity.
- The Contractor shall appoint an Environmental Manager / Clerk of Works (ECoW) before the commencement of works. This person shall be responsible for carrying out environmental monitoring of the works and ensuring that the mitigation measures proposed in the NIS and identified by the Project Ecologist, are adhered to.

Surface Water and Groundwater Protection Measures during the Construction Phase are:

- Before works commence, a detailed method statement shall be prepared by the Contractor and agreed with the Project Ecologist and ECoW for works within or adjacent to the River Liffey, Loughlinstown Stream, the unnamed Simmonstown Stud stream and the drainage ditch along the R405. The method statement shall include a map showing the locations of surface water features, works exclusion zones, site compounds, stockpiles, settlement tanks/ponds, temporary percolation areas and silt fencing.
- Together with the ECoW, environmental triggers for safe undertaking of the high-risk work items will be agreed between the Contractor and Project Ecologist as well as any other experts or technical specialists needed for high risk aspects of the project. The work items will include - Site set-up and materials/equipment delivery, Earthworks and excavation and Concrete pouring. Commencement and abandonment triggers include – Rainfall, Water levels, Onsite weather conditions, Soil wetness and Integrity of mitigation measures.

- Silt fencing will be installed for all work within 15m of the River Liffey, Loughlinstown Stream, the unnamed Simmonstown Stud stream, and the drainage ditch along the R405.
- Stockpiling of construction materials to be strictly prohibited within 15 m of any ditch or water-laden channel,
- Hazardous materials including diesel, fuel oils, solvents, paints and/or lubricants will be stored on hardstand and within suitably designed bunded areas,
- Re-fuelling of plant shall only take place on hardstand and not within 1m of any watercourse or surface water feature. Spill containment (i.e. drip trays) shall be used, and spill kits shall be kept available and used if necessary,
- Oils, fuel, chemicals, hydraulic fluids, etc. to be stored in designated bunded areas at construction compounds. Refuelling of construction equipment will only take place in these designated bunded areas,
- Waste oils and hydraulic fluids will be collected in leak-proof containers and removed from the site for disposal or recycling at licensed facilities,
- Waste materials will be stored in designated areas that are isolated from surface water drains and watercourses,
- All machinery will be routinely checked to ensure no leakage,
- Wash down water from exposed aggregate surfaces, cast-in-place concrete and from concrete trucks will be trapped on-site to allow sediment to settle out before clarified water is released to a drain system,
- No waste will be buried, burnt, or dumped on-site or in land adjacent to the site.

Control and response to environmental incidents/accidents measures during the construction phase are:

- An Environmental Incident and Emergency Response Plan will be established by the Contractor to deal with incidents or accidents during construction that may give rise to pollution in watercourses proximal to the works,
- Spill kits and hydrocarbon absorbent materials will be available on site,
- Throughout all stages of the construction phase the Contractor will ensure that all site personnel are made aware of the importance of the freshwater environments and the requirement to avoid pollution of all types.

Measures to Protect Biodiversity Features during Instream Works are:

- To minimise adverse impacts on watercourses, instream works shall be carried out during the period July to September.
- Prior to any instream works, the appointed contractor(s) will ensure that all construction equipment is mechanically sound to avoid leaks of oil, fuel, hydraulic fluids, and grease,
- Any instream works area will be isolated and de-watered using a gravity/flume system (or similarly effective method),
- There shall be a licenced, experienced and qualified ecologist on-hand at the time the contained area is dewatered. Eels, lamprey ammocoetes and crayfish that emerge during the water draw down shall be collected in clean buckets of water and returned to the channel, a short distance upstream of works. Crayfish shall not be transferred to another watercourse.
- The duration of the isolation works shall be kept as short as possible
- Before the isolated area is de-watered, appropriate measures will be taken to relocate any stranded wildlife, with transplanting or watering sensitive aquatic vegetation in isolated areas to be considered.

- Before the removal of the upstream barrier, any silt or trash that has accumulated against the barrier shall be removed and disposed of properly. The downstream barrier shall be removed first; and
- Isolated works areas shall never be de-watered directly into adjacent or nearby watercourses or ditches.

Measures at the River Liffey crossing during construction are:

- The ECoW shall be present for any bankside works.
- The locations of the foul sewer pipes are to be clearly demarcated. The foul sewers are to be protected in place. The detailed method statement for works at the Liffey bridge crossing shall set out appropriate measures to ensure effective protective measures (e.g. tool box talks, signage, barriers and buffer areas) are in place at all times during construction. An appropriate emergency response plan will be in place in case of a leak to ensure it is immediately contained,
- Water pumped from excavations shall be passed through pre-fabricated settlement tanks. A silt sock or bag will be positioned at this exit point as an additional control measure. A specialist Contractor will be required to remove the settled materials at the base of this pond. Trenched silt fencing shall be installed around the area designated for infiltration to capture any silt from overland flow.
- Discharge water from the pond will be inspected on a daily basis,
- Should water pumped from excavations become contaminated (e.g. from a hydrocarbon spill or leak), pumped water shall be tankered off site and treated at an appropriately licensed facility.
- If large amounts of water leak into the contained area, works shall stop until a more secure system is installed.
- Machinery shall operate from the bankside and not instream.

Monitoring during construction phase

- Surface water monitoring procedures will be undertaken to ensure environmental protection and management requirements are being implemented.

I am satisfied that the preventative measures proposed which are aimed at interrupting the source-pathway-receptor are targeted at the key threats and by arresting these pathways or reducing possible effect to a non-significant level, adverse effects can be prevented. Mitigation measures related to water quality impacts on qualifying habitats and species are captured in Planning Conditions 2, 3 and 7 of the Inspectors Report.

In-combination effects

I am satisfied that in-combination effects have been assessed adequately in the NIS. The applicant has demonstrated satisfactorily that no significant residual effects will remain post the application of mitigation measures and there is therefore no potential for in-combination effects. I have also reviewed the Planning Register in relation to the proposed development since the lodgement of the application and am satisfied that there are no new applications which would materially impact the proposed scheme in terms of cumulative impacts.

Findings and conclusions

The applicant determined that following the implementation of mitigation measures the construction of the proposed development alone, or in combination with other plans and projects, will not adversely affect the integrity of this European site.

Based on the information provided, I am satisfied that adverse effects arising from the proposed development can be excluded for the Rockabill to Dalkey Island SAC, (SITE CODE - 003000). The mitigation measures will ensure that suspended solids and other pollutants will not be discharged to ground or surface waters during construction, and that there will be no deterioration in water quality or reduction in habitat quality. The installation of silt fencing within 15m of water features as well as restriction on stockpiling and refuelling of plant and machinery and restrictions on the timing of the works will ensure sensitive or designated ecological habitat are protected. I am satisfied that the mitigation measures proposed to prevent adverse effects have been assessed as effective and can be implemented.

Reasonable scientific doubt

I am satisfied that no reasonable scientific doubt remains as to the absence of adverse effects.

Site Integrity

The proposed development will not affect the maintenance of the Conservation objectives of the Rockabill to Dalkey Island SAC, (SITE CODE - 003000). Adverse effects on site integrity can be excluded, and no reasonable scientific doubt remains as to the absence of such effects.

North Bull Island SPA (SITE CODE - 004006):

Summary of Key issues that could give rise to adverse effects (from screening stage):

(i) Potential impact pathways have been identified via suspended silt and contaminants entering surface waters (River Liffey) or infiltrating to groundwater during the construction phase resulting in potential adverse impacts to the SPA and their SCIs

Qualifying Interest features likely to be affected	**Conservation Objectives Targets and attributes (summary- inserted)**	**Potential adverse effects**	**Mitigation measures (summary)**
Light-bellied Brent Goose (Branta bernicla hrota) [A046] Shelduck (Tadorna tadorna) [A048]	To maintain the favourable conservation condition in relation to population and distribution – Long term population stable or increasing, no significant decrease in the range, timing or intensity of use of areas.	Potential for SCI birds who commute across neighbouring SPAs to be affected by a deterioration in water quality thereby affecting	Detailed Mitigation Measures to avoid impact on water quality during construction are outlined within section 7 and include but are not limited to:

Teal (Anas crecca) [A052] Pintail (Anas acuta) [A054] Shoveler (Anas clypeata) [A056] Oystercatcher (Haematopus ostralegus) [A130] Golden Plover (Pluvialis apricaria) [A140] Grey Plover (Pluvialis squatarola) [A141] Knot (Calidris canutus) [A143] Sanderling (Calidris alba) [A144] Dunlin (Calidris alpina) [A149] Black-tailed Godwit (Limosa limosa) [A156] Bar-tailed Godwit (Limosa lapponica) [A157] Curlew (Numenius arquata) [A160] Redshank (Tringa totanus) [A162] Turnstone (Arenaria interpres) [A169] Black-headed Gull		habitat quality and prey availability	A detailed method statement will be prepared in advance of construction, Supervision by a Project Ecologist and ECoW, Silt fencing shall be installed for all work within 15m of water features, Stockpiling of construction materials to be strictly prohibited within 15 m of any ditch or water-laden channel, all fuels, oils and construction fluids will be stored within suitably designed bunded areas, Re-fuelling of plant will only take place on hardstand and not within 1m of any watercourse or surface water feature, Wash down water from exposed aggregate surfaces will be trapped on-site to allow sediment to settle out before clarified water is released to a drain system, An Environmental Incident and Emergency Response Plan will be established, Spill kits and

(Chroicocephalus ridibundus) [A179]			hydrocarbon absorbent materials will be available on site, all site personnel will be adequately briefed to avoid pollution of all types, No instream works shall be carried out during the period July to September, any instream works area will be isolated and de-watered and an ecologist will be on-hand at the time the contained area is dewatered. At the River Liffey crossing the foul sewers will be clearly demarcated and protected and an ECoW will be present for any bankside works.
Wetland and Waterbirds [A999]	The permanent area occupied by the wetland habitat should be stable and not significantly less than the area of 1,713ha, other than that occurring from natural patterns of variation	Potential impact pathways have been identified during the construction phase by unmitigated discharge of pollution, thereby adversely impacting habitat quality and prey availability	

The site is of international importance for a number of wintering birds, but also supports nationally important numbers of other birds and the regular presence of a number of Annex I bird species The above table is based on the documentation and information provided on the file and I am satisfied that the submitted NIS has identified the relevant attributes and targets of the Qualifying Interests.

Assessment of issues that could give rise to adverse effects:

Water quality degradation

The proposed scheme is connected directly to the River Liffey and to the Dublin Bay groundwater body. There is potential for SCI birds who commute across neighbouring SPAs to be affected by periods of unmitigated discharge of pollution to the River Liffey and Dublin GWB. Sediment-laden run-off, accident fuels/chemicals leaks, and other contaminants during the construction phase

could potentially result in a deterioration of water quality, thereby reducing habitat and prey availability for SCI bird species.

Mitigation measures and conditions

Mitigation measures to avoid or minimise the runoff of pollutants to surface waters or ground waterbodies

Measures incorporated and integrated into the Proposed Scheme design are:

- The bridge abutments will be back from River Liffey banks by at least 5m,
- The bridge abutments will be a minimum of 1m distance from the foul sewer pipes on either side of the River Liffey crossing. Foul sewers will be protected in place during construction activities,
- The working platforms for the construction of the bridge will be located outside the extent of the fluvial flooding from the River Liffey,
- Aside from at the Liffey crossing, the earthworks do not include significant cuttings, and therefore dewatering of excavations will generally not be required. However, suitable sediment and erosion controls will be implemented for the runoff from the earthworks to ensure that the sediment load in water discharging to the receiving watercourses is kept below permissible levels,
- Various SuDS features will be integrated, including attenuation basins, attenuation swales, bio-retention trenches, infiltration trenches and hydrocarbon interceptors will treat and attenuate the surface water run-off before it discharges to the receiving watercourse at greenfield run-off rates.

Frameworks Measures are:

- A Project Ecologist will be appointed by Kildare County Council before the commencement of works to supervise and provide recommendations on the execution of any works which have the potential to give rise to negative or positive effects on biodiversity.
- The Contractor shall appoint an Environmental Manager / Clerk of Works (ECoW) before the commencement of works. This person shall be responsible for carrying out environmental monitoring of the works and ensuring that the mitigation measures proposed in the NIS and identified by the Project Ecologist, are adhered to.

Surface Water and Groundwater Protection Measures during the Construction Phase are:

- Before works commence, a detailed method statement shall be prepared by the Contractor and agreed with the Project Ecologist and ECoW for works within or adjacent to the River Liffey, Loughlinstown Stream, the unnamed Simmonstown Stud stream and the drainage ditch along the R405. The method statement shall include a map showing the locations of surface water features, works exclusion zones, site compounds, stockpiles, settlement tanks/ponds, temporary percolation areas and silt fencing.
- Together with the ECoW, environmental triggers for safe undertaking of the high-risk work items will be agreed between the Contractor and Project Ecologist as well as any other experts or technical specialists needed for high risk aspects of the project. The work items will include - Site set-up and materials/equipment delivery, Earthworks and excavation and Concrete pouring. Commencement and abandonment triggers include – Rainfall, Water levels, Onsite weather conditions, Soil wetness and Integrity of mitigation measures.

- Silt fencing will be installed for all work within 15m of the River Liffey, Loughlinstown Stream, the unnamed Simmonstown Stud stream, and the drainage ditch along the R405.
- Stockpiling of construction materials to be strictly prohibited within 15 m of any ditch or water-laden channel,
- Hazardous materials including diesel, fuel oils, solvents, paints and/or lubricants will be stored on hardstand and within suitably designed bunded areas,
- Re-fuelling of plant shall only take place on hardstand and not within 1m of any watercourse or surface water feature. Spill containment (i.e. drip trays) shall be used, and spill kits shall be kept available and used if necessary,
- Oils, fuel, chemicals, hydraulic fluids, etc. to be stored in designated bunded areas at construction compounds. Refuelling of construction equipment will only take place in these designated bunded areas,
- Waste oils and hydraulic fluids will be collected in leak-proof containers and removed from the site for disposal or recycling at licensed facilities,
- Waste materials will be stored in designated areas that are isolated from surface water drains and watercourses,
- All machinery will be routinely checked to ensure no leakage,
- Wash down water from exposed aggregate surfaces, cast-in-place concrete and from concrete trucks will be trapped on-site to allow sediment to settle out before clarified water is released to a drain system,
- No waste will be buried, burnt, or dumped on-site or in land adjacent to the site.

Control and response to environmental incidents/accidents measures during the construction phase are:

- An Environmental Incident and Emergency Response Plan will be established by the Contractor to deal with incidents or accidents during construction that may give rise to pollution in watercourses proximal to the works,
- Spill kits and hydrocarbon absorbent materials will be available on site,
- Throughout all stages of the construction phase the Contractor will ensure that all site personnel are made aware of the importance of the freshwater environments and the requirement to avoid pollution of all types.

Measures to Protect Biodiversity Features during Instream Works are:

- To minimise adverse impacts on watercourses, instream works shall be carried out during the period July to September.
- Prior to any instream works, the appointed contractor(s) will ensure that all construction equipment is mechanically sound to avoid leaks of oil, fuel, hydraulic fluids, and grease,
- Any instream works area will be isolated and de-watered using a gravity/flume system (or similarly effective method),
- There shall be a licenced, experienced and qualified ecologist on-hand at the time the contained area is dewatered. Eels, lamprey ammocoetes and crayfish that emerge during the water draw down shall be collected in clean buckets of water and returned to the channel, a short distance upstream of works. Crayfish shall not be transferred to another watercourse.
- The duration of the isolation works shall be kept as short as possible
- Before the isolated area is de-watered, appropriate measures will be taken to relocate any stranded wildlife, with transplanting or watering sensitive aquatic vegetation in isolated areas to be considered.

- Before the removal of the upstream barrier, any silt or trash that has accumulated against the barrier shall be removed and disposed of properly. The downstream barrier shall be removed first; and
- Isolated works areas shall never be de-watered directly into adjacent or nearby watercourses or ditches.

Measures at the River Liffey crossing during construction are:

- The ECoW shall be present for any bankside works.
- The locations of the foul sewer pipes are to be clearly demarcated. The foul sewers are to be protected in place. The detailed method statement for works at the Liffey bridge crossing shall set out appropriate measures to ensure effective protective measures (e.g. tool box talks, signage, barriers and buffer areas) are in place at all times during construction. An appropriate emergency response plan will be in place in case of a leak to ensure it is immediately contained,
- Water pumped from excavations shall be passed through pre-fabricated settlement tanks. A silt sock or bag will be positioned at this exit point as an additional control measure. A specialist Contractor will be required to remove the settled materials at the base of this pond. Trenched silt fencing shall be installed around the area designated for infiltration to capture any silt from overland flow.
- Discharge water from the pond will be inspected on a daily basis,
- Should water pumped from excavations become contaminated (e.g. from a hydrocarbon spill or leak), pumped water shall be tankered off site and treated at an appropriately licensed facility.
- If large amounts of water leak into the contained area, works shall stop until a more secure system is installed.
- Machinery shall operate from the bankside and not instream.

Monitoring during construction phase

- Surface water monitoring procedures will be undertaken to ensure environmental protection and management requirements are being implemented.

I am satisfied that the preventative measures proposed which are aimed at interrupting the source-pathway-receptor are targeted at the key threats and by arresting these pathways or reducing possible effect to a non-significant level, adverse effects can be prevented. Mitigation measures related to water quality impacts are captured in Planning Conditions 2, 3 and 7 of the Inspectors Report.

In-combination effects

I am satisfied that in-combination effects have been assessed adequately in the NIS. The applicant has demonstrated satisfactorily that no significant residual effects will remain post the application of mitigation measures and there is therefore no potential for in-combination effects. I have also reviewed the Planning Register in relation to the proposed development since the lodgement of the application and am satisfied that there are no new applications which would materially impact the proposed scheme in terms of cumulative impacts.

Findings and conclusions

The applicant determined that following the implementation of mitigation measures the construction of the proposed development alone, or in combination with other plans and projects, will not adversely affect the integrity of this European site.

Based on the information provided, I am satisfied that adverse effects arising from the proposed development can be excluded for the North Bull Island SPA (SITE CODE - 004006). No wetland habitat loss will occur. The mitigation measures will ensure that suspended solids and other pollutants will not be discharged to ground or surface waters during construction, and that there will be no deterioration in water quality, reduction in habitat quality or indirect effects to QI and non-QI bird species. The installation of silt fencing within 15m of water features as well as restriction on stockpiling and refuelling of plant and machinery and restrictions on the timing of the works will ensure sensitive or designated ecological habitat are protected. I am satisfied that the mitigation measures proposed to prevent adverse effects have been assessed as effective and can be implemented.

Reasonable scientific doubt

I am satisfied that no reasonable scientific doubt remains as to the absence of adverse effects.

Site Integrity

The proposed development will not affect the maintenance of the Conservation objectives of the the North Bull Island SPA (SITE CODE - 004006). Adverse effects on site integrity can be excluded, and no reasonable scientific doubt remains as to the absence of such effects.

South Dublin Bay and River Tolka Estuary SPA (SITE CODE - 004024):

Summary of Key issues that could give rise to adverse effects (from screening stage):

(i) Potential impact pathways have been identified via suspended silt and contaminants entering surface waters (River Liffey) or infiltrating to groundwater during the construction phase resulting in potential adverse impacts to the SPA and their SCIs

Qualifying Interest features likely to be affected	**Conservation Objectives Targets and attributes (summary- inserted)**	**Potential adverse effects**	**Mitigation measures (summary)**
Light-bellied Brent Goose (Branta bernicla hrota) [A046] Oystercatcher (Haematopus	To maintain the favourable conservation condition in relation to population and distribution – Long term population stable or increasing, no significant decrease in the range, timing or intensity of use of areas.	Potential for SCI birds who commute across neighbouring SPAs to be affected by a deterioration in water quality	Detailed Mitigation Measures to avoid impact on water quality during construction are outlined within section 7 and

ostralegus) [A130] Ringed Plover (Charadrius hiaticula) [A137] Knot (Calidris canutus) [A143] Sanderling (Calidris alba) [A144] Dunlin (Calidris alpina) [A149] Bar-tailed Godwit (Limosa lapponica) [A157] Redshank (Tringa totanus) [A162] Black-headed Gull (Chroicocephalus ridibundus) [A179]		thereby affecting habitat quality and prey availability	include but are not limited to: A detailed method statement will be prepared in advance of construction, Supervision by a Project Ecologist and ECoW, Silt fencing shall be installed for all work within 15m of water features, Stockpiling of construction materials to be strictly prohibited within 15 m of any ditch or water-laden channel, all fuels, oils and construction fluids will be stored within suitably designed bunded areas, Re-fuelling of plant will only take place on hardstand and not within 1m of any watercourse or surface water feature, Wash down water from exposed aggregate surfaces will be trapped on-site to allow sediment to settle out before clarified water is released to a drain system, An Environmental Incident and Emergency Response Plan will be
Roseate Tern Sterna dougallii [A192] Common Tern Sterna hirundo [A193] Arctic Tern Sterna paradisaea [A194]	To maintain the favourable conservation condition in relation to population size, distribution (roosting areas) and availability of prey biomass – no significant decline,	As above	
Grey Plover (Pluvialis squatarola) [A141]	Proposed to be removed, however it remains listed - a site-specific conservation objective has not been set for this species	As above	
Wetlands[A999]	The permanent area occupied by the wetland habitat should be stable and not significantly less than the area of 2,192ha, other	Potential impact pathways have been identified during the	

	than that occurring from natural patterns of variation	construction phase by unmitigated discharge of pollution, thereby affecting habitat quality and prey availability	established, Spill kits and hydrocarbon absorbent materials will be available on site, all site personnel will be adequately briefed to avoid pollution of all types, No instream works shall be carried out during the period July to September, any instream works area will be isolated and de-watered and an ecologist will be on-hand at the time the contained area is dewatered. At the River Liffey crossing the foul sewers will be clearly demarcated and protected and an ECoW will be present for any bankside works.

This is an extensive estuarine complex that covers much of Dublin Bay both the southern sections of the bay along with Booterstown marsh and the discharge of the Tolka River to the immediate south of Bull Island (North Bull Island SPA). The site is of considerable ornithological importance given its extent, diversity of habitat and availability of feeding resource.

The above table is based on the documentation and information provided on the file and I am satisfied that the submitted NIS has identified the relevant attributes and targets of the Qualifying Interests.

Assessment of issues that could give rise to adverse effects:

Water quality degradation

The proposed scheme is connected directly to the River Liffey and to the Dublin Bay groundwater body. There is potential for SCI birds who commute across neighbouring SPAs to be affected by periods of unmitigated discharge of pollution to the River Liffey and Dublin GWB. Sediment-laden

run-off, accident fuels/chemicals leaks, and other contaminants during the construction phase could potentially result in a deterioration of water quality, thereby reducing habitat and prey availability for SCI bird species.

Mitigation measures and conditions

Mitigation measures to avoid or minimise the runoff of pollutants to surface waters or ground waterbodies

Measures incorporated and integrated into the Proposed Scheme design are:

- The bridge abutments will be back from River Liffey banks by at least 5m,
- The bridge abutments will be a minimum of 1m distance from the foul sewer pipes on either side of the River Liffey crossing. Foul sewers will be protected in place during construction activities,
- The working platforms for the construction of the bridge will be located outside the extent of the fluvial flooding from the River Liffey,
- Aside from at the Liffey crossing, the earthworks do not include significant cuttings, and therefore dewatering of excavations will generally not be required. However, suitable sediment and erosion controls will be implemented for the runoff from the earthworks to ensure that the sediment load in water discharging to the receiving watercourses is kept below permissible levels,
- Various SuDS features will be integrated, including attenuation basins, attenuation swales, bio-retention trenches, infiltration trenches and hydrocarbon interceptors will treat and attenuate the surface water run-off before it discharges to the receiving watercourse at greenfield run-off rates.

Frameworks Measures are:

- A Project Ecologist will be appointed by Kildare County Council before the commencement of works to supervise and provide recommendations on the execution of any works which have the potential to give rise to negative or positive effects on biodiversity.
- The Contractor shall appoint an Environmental Manager / Clerk of Works (ECoW) before the commencement of works. This person shall be responsible for carrying out environmental monitoring of the works and ensuring that the mitigation measures proposed in the NIS and identified by the Project Ecologist, are adhered to.

Surface Water and Groundwater Protection Measures during the Construction Phase are:

- Before works commence, a detailed method statement shall be prepared by the Contractor and agreed with the Project Ecologist and ECoW for works within or adjacent to the River Liffey, Loughlinstown Stream, the unnamed Simmonstown Stud stream and the drainage ditch along the R405. The method statement shall include a map showing the locations of surface water features, works exclusion zones, site compounds, stockpiles, settlement tanks/ponds, temporary percolation areas and silt fencing.
- Together with the ECoW, environmental triggers for safe undertaking of the high-risk work items will be agreed between the Contractor and Project Ecologist as well as any other experts or technical specialists needed for high risk aspects of the project. The work items will include - Site set-up and materials/equipment delivery, Earthworks and excavation and Concrete pouring. Commencement and abandonment triggers include – Rainfall, Water levels, Onsite weather conditions, Soil wetness and Integrity of mitigation measures.

- Silt fencing will be installed for all work within 15m of the River Liffey, Loughlinstown Stream, the unnamed Simmonstown Stud stream, and the drainage ditch along the R405.
- Stockpiling of construction materials to be strictly prohibited within 15 m of any ditch or water-laden channel,
- Hazardous materials including diesel, fuel oils, solvents, paints and/or lubricants will be stored on hardstand and within suitably designed bunded areas,
- Re-fuelling of plant shall only take place on hardstand and not within 1m of any watercourse or surface water feature. Spill containment (i.e. drip trays) shall be used, and spill kits shall be kept available and used if necessary,
- Oils, fuel, chemicals, hydraulic fluids, etc. to be stored in designated bunded areas at construction compounds. Refuelling of construction equipment will only take place in these designated bunded areas,
- Waste oils and hydraulic fluids will be collected in leak-proof containers and removed from the site for disposal or recycling at licensed facilities,
- Waste materials will be stored in designated areas that are isolated from surface water drains and watercourses,
- All machinery will be routinely checked to ensure no leakage,
- Wash down water from exposed aggregate surfaces, cast-in-place concrete and from concrete trucks will be trapped on-site to allow sediment to settle out before clarified water is released to a drain system,
- No waste will be buried, burnt, or dumped on-site or in land adjacent to the site.

Control and response to environmental incidents/accidents measures during the construction phase are:

- An Environmental Incident and Emergency Response Plan will be established by the Contractor to deal with incidents or accidents during construction that may give rise to pollution in watercourses proximal to the works,
- Spill kits and hydrocarbon absorbent materials will be available on site,
- Throughout all stages of the construction phase the Contractor will ensure that all site personnel are made aware of the importance of the freshwater environments and the requirement to avoid pollution of all types.

Measures to Protect Biodiversity Features during Instream Works are:

- To minimise adverse impacts on watercourses, instream works shall be carried out during the period July to September.
- Prior to any instream works, the appointed contractor(s) will ensure that all construction equipment is mechanically sound to avoid leaks of oil, fuel, hydraulic fluids, and grease,
- Any instream works area will be isolated and de-watered using a gravity/flume system (or similarly effective method),
- There shall be a licenced, experienced and qualified ecologist on-hand at the time the contained area is dewatered. Eels, lamprey ammocoetes and crayfish that emerge during the water draw down shall be collected in clean buckets of water and returned to the channel, a short distance upstream of works. Crayfish shall not be transferred to another watercourse.
- The duration of the isolation works shall be kept as short as possible
- Before the isolated area is de-watered, appropriate measures will be taken to relocate any stranded wildlife, with transplanting or watering sensitive aquatic vegetation in isolated areas to be considered.

- Before the removal of the upstream barrier, any silt or trash that has accumulated against the barrier shall be removed and disposed of properly. The downstream barrier shall be removed first; and
- Isolated works areas shall never be de-watered directly into adjacent or nearby watercourses or ditches.

Measures at the River Liffey crossing during construction are:

- The ECoW shall be present for any bankside works.
- The locations of the foul sewer pipes are to be clearly demarcated. The foul sewers are to be protected in place. The detailed method statement for works at the Liffey bridge crossing shall set out appropriate measures to ensure effective protective measures (e.g. tool box talks, signage, barriers and buffer areas) are in place at all times during construction. An appropriate emergency response plan will be in place in case of a leak to ensure it is immediately contained,
- Water pumped from excavations shall be passed through pre-fabricated settlement tanks. A silt sock or bag will be positioned at this exit point as an additional control measure. A specialist Contractor will be required to remove the settled materials at the base of this pond. Trenched silt fencing shall be installed around the area designated for infiltration to capture any silt from overland flow.
- Discharge water from the pond will be inspected on a daily basis,
- Should water pumped from excavations become contaminated (e.g. from a hydrocarbon spill or leak), pumped water shall be tankered off site and treated at an appropriately licensed facility.
- If large amounts of water leak into the contained area, works shall stop until a more secure system is installed.
- Machinery shall operate from the bankside and not instream.

Monitoring during construction phase

- Surface water monitoring procedures will be undertaken to ensure environmental protection and management requirements are being implemented.

I am satisfied that the preventative measures proposed which are aimed at interrupting the source-pathway-receptor are targeted at the key threats and by arresting these pathways or reducing possible effect to a non-significant level, adverse effects can be prevented. Mitigation measures related to water quality impacts are captured in Planning Conditions 2, 3 and 7 of the Inspectors Report.

In-combination effects

I am satisfied that in-combination effects have been assessed adequately in the NIS. The applicant has demonstrated satisfactorily that no significant residual effects will remain post the application of mitigation measures and there is therefore no potential for in-combination effects. I have also reviewed the Planning Register in relation to the proposed development since the lodgement of the application and am satisfied that there are no new applications which would materially impact the proposed scheme in terms of cumulative impacts.

Findings and conclusions

The applicant determined that following the implementation of mitigation measures the construction of the proposed development alone, or in combination with other plans and projects, will not adversely affect the integrity of this European site.

Based on the information provided, I am satisfied that adverse effects arising from the proposed development can be excluded for the South Dublin Bay and River Tolka Estuary SPA (SITE CODE - 004024). No wetland habitat loss will occur. The mitigation measures will ensure that suspended solids and other pollutants will not be discharged to ground or surface waters during construction, and that there will be no deterioration in water quality, reduction in habitat quality or indirect effects to QI and non-QI bird species. The installation of silt fencing within 15m of water features as well as restriction on stockpiling and refuelling of plant and machinery and restrictions on the timing of the works will ensure sensitive or designated ecological habitat are protected. I am satisfied that the mitigation measures proposed to prevent adverse effects have been assessed as effective and can be implemented.

Reasonable scientific doubt

I am satisfied that no reasonable scientific doubt remains as to the absence of adverse effects.

Site Integrity

The proposed development will not affect the maintenance of the Conservation objectives of the South Dublin Bay and River Tolka Estuary SPA (SITE CODE - 004024). Adverse effects on site integrity can be excluded, and no reasonable scientific doubt remains as to the absence of such effects.

North West Irish Sea SPA (SITE CODE - 004236):

Summary of Key issues that could give rise to adverse effects (from screening stage):

(i) Potential impact pathways have been identified via suspended silt and contaminants entering surface waters (River Liffey) or infiltrating to groundwater during the construction phase resulting in potential adverse impacts to the SPA and their SCIs

Qualifying Interest features likely to be affected	**Conservation Objectives Targets and attributes (summary- inserted)**	**Potential adverse effects**	**Mitigation measures (summary)**
Red-throated Diver (Gavia stellata) [A001]	To maintain the favourable conservation condition in relation to population and distribution –	Potential for SCI birds who commute across	Detailed Mitigation Measures to avoid impact on water

Great Northern Diver (Gavia immer) [A003] Common Scoter (Melanitta nigra) [A065] Black-headed Gull (Chroicocephalus ridibundus) [A179] Common Gull (Larus canus) [A182] Great Black-backed Gull (Larus marinus) [A187] Little Gull (Hydrocoloeus minutus) [A862]	no significant decline of non-breeding population size, Sufficient number of locations, area of suitable habitat, and available forage biomass to support population target, Disturbance occurs at levels that do not significantly impact the achievement of targets for population, size and spatial distribution and Barriers do not significantly impact the population's access to the SPA or other ecologically important sites outside the SPA	neighbouring SPAs to be affected by a deterioration in water quality thereby affecting habitat quality and prey availability	quality during construction are outlined within section 7 and include but are not limited to: A detailed method statement will be prepared in advance of construction, Supervision by a Project Ecologist and ECoW, Silt fencing shall be installed for all work within 15m of water features, Stockpiling of construction materials to be strictly prohibited within 15 m of any ditch or water-laden channel, all fuels, oils and construction fluids will be stored within suitably designed bunded areas, Re-fuelling of plant will only take place on hardstand and not within 1m of any watercourse or surface water feature, Wash down water from exposed aggregate surfaces will be trapped on-site to allow sediment to settle out before clarified water is released to a drain system,
Fulmar (Fulmarus glacialis) [A009] Herring Gull (Larus argentatus) [A184] Kittiwake (Rissa tridactyla) [A188] Guillemot (Uria aalge) [A199] Razorbill (Alca torda) [A200]	To restore/maintain the favourable conservation condition in relation to population and distribution – Long term population stable or increasing, Sufficient number of locations, area of suitable habitat, and available forage biomass to support population target, Disturbance occurs at levels that do not significantly impact the achievement of targets for population, size and spatial distribution and Barriers do not significantly impact the population's access to the SPA or other ecologically important sites outside the SPA		
Manx Shearwater (Puffinus puffinus) [A013]	To restore/maintain the favourable conservation condition in relation to breeding population and distribution – No		

Cormorant (Phalacrocorax carbo) [A017] Shag (Phalacrocorax aristotelis) [A018] Lesser Black-backed Gull (Larus fuscus) [A183] Roseate Tern (Sterna dougallii) [A192] Common Tern (Sterna hirundo) [A193] Arctic Tern (Sterna paradisaea) [A194] Little Tern (Sternula albifrons) [A195] Puffin (Fratercula arctica) [A204]	significant decline in breeding population, Sufficient number of locations, area of suitable habitat, and available forage biomass to support population target, Disturbance occurs at levels that do not significantly impact the achievement of targets for population, size and spatial distribution and Barriers do not significantly impact the population's access to the SPA or other ecologically important sites outside the SPA		An Environmental Incident and Emergency Response Plan will be established, Spill kits and hydrocarbon absorbent materials will be available on site, all site personnel will be adequately briefed to avoid pollution of all types, No instream works shall be carried out during the period July to September, any instream works area will be isolated and de-watered and an ecologist will be on-hand at the time the contained area is dewatered. At the River Liffey crossing the foul sewers will be clearly demarcated and protected and an ECoW will be present for any bankside works.
The North-west Irish Sea SPA is an important site for marine birds. Numerous seabird species breed in nearby coastal SPAs, for which this SPA is an important resource. The above table is based on the documentation and information provided on the file and I am satisfied that the submitted NIS has identified the relevant attributes and targets of the Qualifying Interests.			

Assessment of issues that could give rise to adverse effects:

Water quality degradation

The proposed scheme is connected directly to the River Liffey and to the Dublin Bay groundwater body. There is potential for SCI birds who commute across neighbouring SPAs to be affected by periods of unmitigated discharge of pollution to the River Liffey and Dublin GWB. Sediment-laden run-off, accident fuels/chemicals leaks, and other contaminants during the construction phase could potentially result in a deterioration of water quality, thereby reducing habitat and prey availability for SCI bird species.

Mitigation measures and conditions

Mitigation measures to avoid or minimise the runoff of pollutants to surface waters or ground waterbodies

Measures incorporated and integrated into the Proposed Scheme design are:

- The bridge abutments will be back from River Liffey banks by at least 5m,
- The bridge abutments will be a minimum of 1m distance from the foul sewer pipes on either side of the River Liffey crossing. Foul sewers will be protected in place during construction activities,
- The working platforms for the construction of the bridge will be located outside the extent of the fluvial flooding from the River Liffey,
- Aside from at the Liffey crossing, the earthworks do not include significant cuttings, and therefore dewatering of excavations will generally not be required. However, suitable sediment and erosion controls will be implemented for the runoff from the earthworks to ensure that the sediment load in water discharging to the receiving watercourses is kept below permissible levels,
- Various SuDS features will be integrated, including attenuation basins, attenuation swales, bio-retention trenches, infiltration trenches and hydrocarbon interceptors will treat and attenuate the surface water run-off before it discharges to the receiving watercourse at greenfield run-off rates.

Frameworks Measures are:

- A Project Ecologist will be appointed by Kildare County Council before the commencement of works to supervise and provide recommendations on the execution of any works which have the potential to give rise to negative or positive effects on biodiversity.
- The Contractor shall appoint an Environmental Manager / Clerk of Works (ECoW) before the commencement of works. This person shall be responsible for carrying out environmental monitoring of the works and ensuring that the mitigation measures proposed in the NIS and identified by the Project Ecologist, are adhered to.

Surface Water and Groundwater Protection Measures during the Construction Phase are:

- Before works commence, a detailed method statement shall be prepared by the Contractor and agreed with the Project Ecologist and ECoW for works within or adjacent to the River Liffey, Loughlinstown Stream, the unnamed Simmonstown Stud stream and the drainage ditch along the R405. The method statement shall include a map showing the locations of surface water features, works exclusion zones, site compounds, stockpiles, settlement tanks/ponds, temporary percolation areas and silt fencing.

- Together with the ECoW, environmental triggers for safe undertaking of the high-risk work items will be agreed between the Contractor and Project Ecologist as well as any other experts or technical specialists needed for high risk aspects of the project. The work items will include - Site set-up and materials/equipment delivery, Earthworks and excavation and Concrete pouring. Commencement and abandonment triggers include – Rainfall, Water levels, Onsite weather conditions, Soil wetness and Integrity of mitigation measures.
- Silt fencing will be installed for all work within 15m of the River Liffey, Loughlinstown Stream, the unnamed Simmonstown Stud stream, and the drainage ditch along the R405.
- Stockpiling of construction materials to be strictly prohibited within 15 m of any ditch or water-laden channel,
- Hazardous materials including diesel, fuel oils, solvents, paints and/or lubricants will be stored on hardstand and within suitably designed bunded areas,
- Re-fuelling of plant shall only take place on hardstand and not within 1m of any watercourse or surface water feature. Spill containment (i.e. drip trays) shall be used, and spill kits shall be kept available and used if necessary,
- Oils, fuel, chemicals, hydraulic fluids, etc. to be stored in designated bunded areas at construction compounds. Refuelling of construction equipment will only take place in these designated bunded areas,
- Waste oils and hydraulic fluids will be collected in leak-proof containers and removed from the site for disposal or recycling at licensed facilities,
- Waste materials will be stored in designated areas that are isolated from surface water drains and watercourses,
- All machinery will be routinely checked to ensure no leakage,
- Wash down water from exposed aggregate surfaces, cast-in-place concrete and from concrete trucks will be trapped on-site to allow sediment to settle out before clarified water is released to a drain system,
- No waste will be buried, burnt, or dumped on-site or in land adjacent to the site.

Control and response to environmental incidents/accidents measures during the construction phase are:

- An Environmental Incident and Emergency Response Plan will be established by the Contractor to deal with incidents or accidents during construction that may give rise to pollution in watercourses proximal to the works,
- Spill kits and hydrocarbon absorbent materials will be available on site,
- Throughout all stages of the construction phase the Contractor will ensure that all site personnel are made aware of the importance of the freshwater environments and the requirement to avoid pollution of all types.

Measures to Protect Biodiversity Features during Instream Works are:

- To minimise adverse impacts on watercourses, instream works shall be carried out during the period July to September.
- Prior to any instream works, the appointed contractor(s) will ensure that all construction equipment is mechanically sound to avoid leaks of oil, fuel, hydraulic fluids, and grease,
- Any instream works area will be isolated and de-watered using a gravity/flume system (or similarly effective method),
- There shall be a licenced, experienced and qualified ecologist on-hand at the time the contained area is dewatered. Eels, lamprey ammocoetes and crayfish that emerge during the water draw down shall be collected in clean buckets of water and returned to the

channel, a short distance upstream of works. Crayfish shall not be transferred to another watercourse.
- The duration of the isolation works shall be kept as short as possible
- Before the isolated area is de-watered, appropriate measures will be taken to relocate any stranded wildlife, with transplanting or watering sensitive aquatic vegetation in isolated areas to be considered.
- Before the removal of the upstream barrier, any silt or trash that has accumulated against the barrier shall be removed and disposed of properly. The downstream barrier shall be removed first; and
- Isolated works areas shall never be de-watered directly into adjacent or nearby watercourses or ditches.

Measures at the River Liffey crossing during construction are:
- The ECoW shall be present for any bankside works.
- The locations of the foul sewer pipes are to be clearly demarcated. The foul sewers are to be protected in place. The detailed method statement for works at the Liffey bridge crossing shall set out appropriate measures to ensure effective protective measures (e.g. tool box talks, signage, barriers and buffer areas) are in place at all times during construction. An appropriate emergency response plan will be in place in case of a leak to ensure it is immediately contained,
- Water pumped from excavations shall be passed through pre-fabricated settlement tanks. A silt sock or bag will be positioned at this exit point as an additional control measure. A specialist Contractor will be required to remove the settled materials at the base of this pond. Trenched silt fencing shall be installed around the area designated for infiltration to capture any silt from overland flow.
- Discharge water from the pond will be inspected on a daily basis,
- Should water pumped from excavations become contaminated (e.g. from a hydrocarbon spill or leak), pumped water shall be tankered off site and treated at an appropriately licensed facility.
- If large amounts of water leak into the contained area, works shall stop until a more secure system is installed.
- Machinery shall operate from the bankside and not instream.

Monitoring during construction phase
- Surface water monitoring procedures will be undertaken to ensure environmental protection and management requirements are being implemented.

I am satisfied that the preventative measures proposed which are aimed at interrupting the source-pathway-receptor are targeted at the key threats and by arresting these pathways or reducing possible effect to a non-significant level, adverse effects can be prevented. Mitigation measures related to water quality impacts are captured in Planning Conditions 2, 3 and 7 of the Inspectors Report.

In-combination effects

I am satisfied that in-combination effects have been assessed adequately in the NIS. The applicant has demonstrated satisfactorily that no significant residual effects will remain post the application of mitigation measures and there is therefore no potential for in-combination effects. I have also reviewed the Planning Register in relation to the proposed development since the

lodgement of the application and am satisfied that there are no new applications which would materially impact the proposed scheme in terms of cumulative impacts.

Findings and conclusions

The applicant determined that following the implementation of mitigation measures the construction of the proposed development alone, or in combination with other plans and projects, will not adversely affect the integrity of this European site.

Based on the information provided, I am satisfied that adverse effects arising from the proposed development can be excluded for the North West Irish Sea SPA (SITE CODE - 004236). The mitigation measures will ensure that suspended solids and other pollutants will not be discharged to ground or surface waters during construction, and that there will be no deterioration in water quality, reduction in habitat quality or indirect effects to QI and non-QI bird species. The installation of silt fencing within 15m of water features as well as restriction on stockpiling and refuelling of plant and machinery and restrictions on the timing of the works will ensure sensitive or designated ecological habitat are protected. I am satisfied that the mitigation measures proposed to prevent adverse effects have been assessed as effective and can be implemented.

Reasonable scientific doubt

I am satisfied that no reasonable scientific doubt remains as to the absence of adverse effects.

Site Integrity

The proposed development will not affect the maintenance of the Conservation objectives of the the North West Irish Sea SPA (SITE CODE - 004236). Adverse effects on site integrity can be excluded, and no reasonable scientific doubt remains as to the absence of such effects.

Dalkey Islands SPA (SITE CODE - 004172):

Summary of Key issues that could give rise to adverse effects (from screening stage):

(i) Potential impact pathways have been identified via suspended silt and contaminants entering surface waters (River Liffey) or infiltrating to groundwater during the construction phase resulting in potential adverse impacts to the SPA and their SCIs

Qualifying Interest features likely to be affected	**Conservation Objectives Targets and attributes (summary- inserted)**	**Potential adverse effects**	**Mitigation measures (summary)**
Roseate Tern (Sterna dougallii) [A192]	To restore the favourable conservation condition in relation to population and distribution – Long term population stable or increasing, Sufficient availability of suitable roosting resources	Potential for SCI birds who commute across neighbouring SPAs to be affected by a	Detailed Mitigation Measures to avoid impact on water quality during construction are outlined within

Common Tern (Sterna hirundo) [A193] Arctic Tern (Sterna paradisaea) [A194]	within the SPA, Sufficient number of locations, area of suitable habitat, and available forage biomass to support population target, Disturbance occurs at levels that do not significantly impact on birds at roost sites and the post-breeding and passage population, Barriers do not significantly impact the population's access to the SPA or other ecologically important sites outside the SPA	deterioration in water quality, thereby affecting habitat quality and prey availability	section 7 and include but are not limited to: A detailed method statement will be prepared in advance of construction, Supervision by a Project Ecologist and ECoW, Silt fencing shall be installed for all work within 15m of water features, Stockpiling of construction materials to be strictly prohibited within 15 m of any ditch or water-laden channel, all fuels, oils and construction fluids will be stored within suitably designed bunded areas, Re-fuelling of plant will only take place on hardstand and not within 1m of any watercourse or surface water feature, Wash down water from exposed aggregate surfaces will be trapped on-site to allow sediment to settle out before clarified water is released to a drain system, An Environmental Incident and Emergency

			Response Plan will be established, Spill kits and hydrocarbon absorbent materials will be available on site, all site personnel will be adequately briefed to avoid pollution of all types, No instream works shall be carried out during the period July to September, any instream works area will be isolated and de-watered and an ecologist will be on-hand at the time the contained area is dewatered. At the River Liffey crossing the foul sewers will be clearly demarcated and protected and an ECoW will be present for any bankside works.	
The site is one of only three known breeding sites for the roseate tern in the country. The site is also an important pre-migration autumn roost, with terns from other Dublin breeding sites utilising the islands. The above table is based on the documentation and information provided on the file and I am satisfied that the submitted NIS has identified the relevant attributes and targets of the Qualifying Interests.				

Assessment of issues that could give rise to adverse effects:

Water quality degradation

The proposed scheme is connected directly to the River Liffey and to the Dublin Bay groundwater body. There is potential for SCI birds who commute across neighbouring SPAs to be affected by periods of unmitigated discharge of pollution to the River Liffey and Dublin GWB. Sediment-laden run-off, accident fuels/chemicals leaks, and other contaminants during the construction phase could potentially result in a deterioration of water quality, thereby reducing habitat and prey availability for SCI bird species.

Mitigation measures and conditions

Mitigation measures to avoid or minimise the runoff of pollutants to surface waters or ground waterbodies

Measures incorporated and integrated into the Proposed Scheme design are:

- The bridge abutments will be back from River Liffey banks by at least 5m,
- The bridge abutments will be a minimum of 1m distance from the foul sewer pipes on either side of the River Liffey crossing. Foul sewers will be protected in place during construction activities,
- The working platforms for the construction of the bridge will be located outside the extent of the fluvial flooding from the River Liffey,
- Aside from at the Liffey crossing, the earthworks do not include significant cuttings, and therefore dewatering of excavations will generally not be required. However, suitable sediment and erosion controls will be implemented for the runoff from the earthworks to ensure that the sediment load in water discharging to the receiving watercourses is kept below permissible levels,
- Various SuDS features will be integrated, including attenuation basins, attenuation swales, bio-retention trenches, infiltration trenches and hydrocarbon interceptors will treat and attenuate the surface water run-off before it discharges to the receiving watercourse at greenfield run-off rates.

Frameworks Measures are:

- A Project Ecologist will be appointed by Kildare County Council before the commencement of works to supervise and provide recommendations on the execution of any works which have the potential to give rise to negative or positive effects on biodiversity.
- The Contractor shall appoint an Environmental Manager / Clerk of Works (ECoW) before the commencement of works. This person shall be responsible for carrying out environmental monitoring of the works and ensuring that the mitigation measures proposed in the NIS and identified by the Project Ecologist, are adhered to.

Surface Water and Groundwater Protection Measures during the Construction Phase are:

- Before works commence, a detailed method statement shall be prepared by the Contractor and agreed with the Project Ecologist and ECoW for works within or adjacent to the River Liffey, Loughlinstown Stream, the unnamed Simmonstown Stud stream and the drainage ditch along the R405. The method statement shall include a map showing the locations of surface water features, works exclusion zones, site compounds, stockpiles, settlement tanks/ponds, temporary percolation areas and silt fencing.

- Together with the ECoW, environmental triggers for safe undertaking of the high-risk work items will be agreed between the Contractor and Project Ecologist as well as any other experts or technical specialists needed for high risk aspects of the project. The work items will include - Site set-up and materials/equipment delivery, Earthworks and excavation and Concrete pouring. Commencement and abandonment triggers include – Rainfall, Water levels, Onsite weather conditions, Soil wetness and Integrity of mitigation measures.
- Silt fencing will be installed for all work within 15m of the River Liffey, Loughlinstown Stream, the unnamed Simmonstown Stud stream, and the drainage ditch along the R405.
- Stockpiling of construction materials to be strictly prohibited within 15 m of any ditch or water-laden channel,
- Hazardous materials including diesel, fuel oils, solvents, paints and/or lubricants will be stored on hardstand and within suitably designed bunded areas,
- Re-fuelling of plant shall only take place on hardstand and not within 1m of any watercourse or surface water feature. Spill containment (i.e. drip trays) shall be used, and spill kits shall be kept available and used if necessary,
- Oils, fuel, chemicals, hydraulic fluids, etc. to be stored in designated bunded areas at construction compounds. Refuelling of construction equipment will only take place in these designated bunded areas,
- Waste oils and hydraulic fluids will be collected in leak-proof containers and removed from the site for disposal or recycling at licensed facilities,
- Waste materials will be stored in designated areas that are isolated from surface water drains and watercourses,
- All machinery will be routinely checked to ensure no leakage,
- Wash down water from exposed aggregate surfaces, cast-in-place concrete and from concrete trucks will be trapped on-site to allow sediment to settle out before clarified water is released to a drain system,
- No waste will be buried, burnt, or dumped on-site or in land adjacent to the site.

Control and response to environmental incidents/accidents measures during the construction phase are:

- An Environmental Incident and Emergency Response Plan will be established by the Contractor to deal with incidents or accidents during construction that may give rise to pollution in watercourses proximal to the works,
- Spill kits and hydrocarbon absorbent materials will be available on site,
- Throughout all stages of the construction phase the Contractor will ensure that all site personnel are made aware of the importance of the freshwater environments and the requirement to avoid pollution of all types.

Measures to Protect Biodiversity Features during Instream Works are:

- To minimise adverse impacts on watercourses, instream works shall be carried out during the period July to September.
- Prior to any instream works, the appointed contractor(s) will ensure that all construction equipment is mechanically sound to avoid leaks of oil, fuel, hydraulic fluids, and grease,
- Any instream works area will be isolated and de-watered using a gravity/flume system (or similarly effective method),
- There shall be a licenced, experienced and qualified ecologist on-hand at the time the contained area is dewatered. Eels, lamprey ammocoetes and crayfish that emerge during the water draw down shall be collected in clean buckets of water and returned to the

channel, a short distance upstream of works. Crayfish shall not be transferred to another watercourse.
- The duration of the isolation works shall be kept as short as possible
- Before the isolated area is de-watered, appropriate measures will be taken to relocate any stranded wildlife, with transplanting or watering sensitive aquatic vegetation in isolated areas to be considered.
- Before the removal of the upstream barrier, any silt or trash that has accumulated against the barrier shall be removed and disposed of properly. The downstream barrier shall be removed first; and
- Isolated works areas shall never be de-watered directly into adjacent or nearby watercourses or ditches.

Measures at the River Liffey crossing during construction are:
- The ECoW shall be present for any bankside works.
- The locations of the foul sewer pipes are to be clearly demarcated. The foul sewers are to be protected in place. The detailed method statement for works at the Liffey bridge crossing shall set out appropriate measures to ensure effective protective measures (e.g. tool box talks, signage, barriers and buffer areas) are in place at all times during construction. An appropriate emergency response plan will be in place in case of a leak to ensure it is immediately contained,
- Water pumped from excavations shall be passed through pre-fabricated settlement tanks. A silt sock or bag will be positioned at this exit point as an additional control measure. A specialist Contractor will be required to remove the settled materials at the base of this pond. Trenched silt fencing shall be installed around the area designated for infiltration to capture any silt from overland flow.
- Discharge water from the pond will be inspected on a daily basis,
- Should water pumped from excavations become contaminated (e.g. from a hydrocarbon spill or leak), pumped water shall be tankered off site and treated at an appropriately licensed facility.
- If large amounts of water leak into the contained area, works shall stop until a more secure system is installed.
- Machinery shall operate from the bankside and not instream.

Monitoring during construction phase
- Surface water monitoring procedures will be undertaken to ensure environmental protection and management requirements are being implemented.

I am satisfied that the preventative measures proposed which are aimed at interrupting the source-pathway-receptor are targeted at the key threats and by arresting these pathways or reducing possible effect to a non-significant level, adverse effects can be prevented. Mitigation measures related to water quality impacts are captured in Planning Conditions 2, 3 and 7 of the Inspectors Report.

In-combination effects

I am satisfied that in-combination effects have been assessed adequately in the NIS. The applicant has demonstrated satisfactorily that no significant residual effects will remain post the application of mitigation measures and there is therefore no potential for in-combination effects. I have also reviewed the Planning Register in relation to the proposed development since the

lodgement of the application and am satisfied that there are no new applications which would materially impact the proposed scheme in terms of cumulative impacts.

Findings and conclusions

The applicant determined that following the implementation of mitigation measures the construction of the proposed development alone, or in combination with other plans and projects, will not adversely affect the integrity of this European site.

Based on the information provided, I am satisfied that adverse effects arising from the proposed development can be excluded for the Dalkey Islands SPA (SITE CODE - 004172). The mitigation measures will ensure that suspended solids and other pollutants will not be discharged to ground or surface waters during construction, and that there will be no deterioration in water quality, reduction in habitat quality or indirect effects to QI and non-QI bird species. The installation of silt fencing within 15m of water features as well as restriction on stockpiling and refuelling of plant and machinery and restrictions on the timing of the works will ensure sensitive or designated ecological habitat are protected. I am satisfied that the mitigation measures proposed to prevent adverse effects have been assessed as effective and can be implemented.

Reasonable scientific doubt

I am satisfied that no reasonable scientific doubt remains as to the absence of adverse effects.

Site Integrity

The proposed development will not affect the maintenance of the Conservation objectives of the Dalkey Islands SPA (SITE CODE - 004172). Adverse effects on site integrity can be excluded, and no reasonable scientific doubt remains as to the absence of such effects.

Howth Head SPA (SITE CODE - 004113):

Summary of Key issues that could give rise to adverse effects (from screening stage):

(i) Potential impact pathways have been identified via suspended silt and contaminants entering surface waters (River Liffey) or infiltrating to groundwater during the construction phase resulting in potential adverse impacts to the SPA and Kittiwake SCI

Qualifying Interest features likely to be affected	**Conservation Objectives Targets and attributes (summary- inserted)**	**Potential adverse effects**	**Mitigation measures (summary)**
Kittiwake (Rissa tridactyla) [A188]	To restore the favourable conservation condition in relation to population and distribution – Long term population stable or increasing, Productivity rate sufficient to maintain a stable or	Potential for Kittiwake to be affected by a deterioration in water quality thereby affecting	Detailed Mitigation Measures to avoid impact on water quality during construction are outlined within

	increasing population, Sufficient availability of suitable nesting sites within the SPA, Sufficient number of locations, area of suitable habitat, and available forage biomass to support population target, Disturbance occurs at levels that do not significantly impact on birds at breeding site and breeding population, Barriers do not significantly impact the population's access to the SPA or other ecologically important sites outside the SPA	habitat quality and prey availability	section 7 and include but are not limited to: A detailed method statement will be prepared in advance of construction, Supervision by a Project Ecologist and ECoW, Silt fencing shall be installed for all work within 15m of water features, Stockpiling of construction materials to be strictly prohibited within 15 m of any ditch or water-laden channel, all fuels, oils and construction fluids will be stored within suitably designed bunded areas, Re-fuelling of plant will only take place on hardstand and not within 1m of any watercourse or surface water feature, Wash down water from exposed aggregate surfaces will be trapped on-site to allow sediment to settle out before clarified water is released to a drain system, An Environmental Incident and Emergency	

			Response Plan will be established, Spill kits and hydrocarbon absorbent materials will be available on site, all site personnel will be adequately briefed to avoid pollution of all types, No instream works shall be carried out during the period July to September, any instream works area will be isolated and de-watered and an ecologist will be on-hand at the time the contained area is dewatered. At the River Liffey crossing the foul sewers will be clearly demarcated and protected and an ECoW will be present for any bankside works.
The cliffs around Howth Head are widely regarded for the nationally important colonies of various breeding seabirds. The above table is based on the documentation and information provided on the file and I am satisfied that the submitted NIS has identified the relevant attributes and targets of the Qualifying Interests.			
Assessment of issues that could give rise to adverse effects: **Water quality degradation** The proposed scheme is connected directly to the River Liffey and to the Dublin Bay groundwater body. There is potential for the Kittiwake SCI to be affected by periods of unmitigated discharge of pollution to the River Liffey and Dublin GWB. Sediment-laden run-off, accident fuels/chemicals			

leaks, and other contaminants during the construction phase could potentially result in a deterioration of water quality, thereby reducing habitat and prey availability this SCI bird.

Mitigation measures and conditions

Mitigation measures to avoid or minimise the runoff of pollutants to surface waters or ground waterbodies

Measures incorporated and integrated into the Proposed Scheme design are:

- The bridge abutments will be back from River Liffey banks by at least 5m,
- The bridge abutments will be a minimum of 1m distance from the foul sewer pipes on either side of the River Liffey crossing. Foul sewers will be protected in place during construction activities,
- The working platforms for the construction of the bridge will be located outside the extent of the fluvial flooding from the River Liffey,
- Aside from at the Liffey crossing, the earthworks do not include significant cuttings, and therefore dewatering of excavations will generally not be required. However, suitable sediment and erosion controls will be implemented for the runoff from the earthworks to ensure that the sediment load in water discharging to the receiving watercourses is kept below permissible levels,
- Various SuDS features will be integrated, including attenuation basins, attenuation swales, bio-retention trenches, infiltration trenches and hydrocarbon interceptors will treat and attenuate the surface water run-off before it discharges to the receiving watercourse at greenfield run-off rates.

Frameworks Measures are:

- A Project Ecologist will be appointed by Kildare County Council before the commencement of works to supervise and provide recommendations on the execution of any works which have the potential to give rise to negative or positive effects on biodiversity.
- The Contractor shall appoint an Environmental Manager / Clerk of Works (ECoW) before the commencement of works. This person shall be responsible for carrying out environmental monitoring of the works and ensuring that the mitigation measures proposed in the NIS and identified by the Project Ecologist, are adhered to.

Surface Water and Groundwater Protection Measures during the Construction Phase are:

- Before works commence, a detailed method statement shall be prepared by the Contractor and agreed with the Project Ecologist and ECoW for works within or adjacent to the River Liffey, Loughlinstown Stream, the unnamed Simmonstown Stud stream and the drainage ditch along the R405. The method statement shall include a map showing the locations of surface water features, works exclusion zones, site compounds, stockpiles, settlement tanks/ponds, temporary percolation areas and silt fencing.
- Together with the ECoW, environmental triggers for safe undertaking of the high-risk work items will be agreed between the Contractor and Project Ecologist as well as any other experts or technical specialists needed for high risk aspects of the project. The work items will include - Site set-up and materials/equipment delivery, Earthworks and excavation and Concrete pouring. Commencement and abandonment triggers include – Rainfall, Water levels, Onsite weather conditions, Soil wetness and Integrity of mitigation measures.

- Silt fencing will be installed for all work within 15m of the River Liffey, Loughlinstown Stream, the unnamed Simmonstown Stud stream, and the drainage ditch along the R405.
- Stockpiling of construction materials to be strictly prohibited within 15 m of any ditch or water-laden channel,
- Hazardous materials including diesel, fuel oils, solvents, paints and/or lubricants will be stored on hardstand and within suitably designed bunded areas,
- Re-fuelling of plant shall only take place on hardstand and not within 1m of any watercourse or surface water feature. Spill containment (i.e. drip trays) shall be used, and spill kits shall be kept available and used if necessary,
- Oils, fuel, chemicals, hydraulic fluids, etc. to be stored in designated bunded areas at construction compounds. Refuelling of construction equipment will only take place in these designated bunded areas,
- Waste oils and hydraulic fluids will be collected in leak-proof containers and removed from the site for disposal or recycling at licensed facilities,
- Waste materials will be stored in designated areas that are isolated from surface water drains and watercourses,
- All machinery will be routinely checked to ensure no leakage,
- Wash down water from exposed aggregate surfaces, cast-in-place concrete and from concrete trucks will be trapped on-site to allow sediment to settle out before clarified water is released to a drain system,
- No waste will be buried, burnt, or dumped on-site or in land adjacent to the site.

Control and response to environmental incidents/accidents measures during the construction phase are:

- An Environmental Incident and Emergency Response Plan will be established by the Contractor to deal with incidents or accidents during construction that may give rise to pollution in watercourses proximal to the works,
- Spill kits and hydrocarbon absorbent materials will be available on site,
- Throughout all stages of the construction phase the Contractor will ensure that all site personnel are made aware of the importance of the freshwater environments and the requirement to avoid pollution of all types.

Measures to Protect Biodiversity Features during Instream Works are:

- To minimise adverse impacts on watercourses, instream works shall be carried out during the period July to September.
- Prior to any instream works, the appointed contractor(s) will ensure that all construction equipment is mechanically sound to avoid leaks of oil, fuel, hydraulic fluids, and grease,
- Any instream works area will be isolated and de-watered using a gravity/flume system (or similarly effective method),
- There shall be a licenced, experienced and qualified ecologist on-hand at the time the contained area is dewatered. Eels, lamprey ammocoetes and crayfish that emerge during the water draw down shall be collected in clean buckets of water and returned to the channel, a short distance upstream of works. Crayfish shall not be transferred to another watercourse.
- The duration of the isolation works shall be kept as short as possible
- Before the isolated area is de-watered, appropriate measures will be taken to relocate any stranded wildlife, with transplanting or watering sensitive aquatic vegetation in isolated areas to be considered.

- Before the removal of the upstream barrier, any silt or trash that has accumulated against the barrier shall be removed and disposed of properly. The downstream barrier shall be removed first; and
- Isolated works areas shall never be de-watered directly into adjacent or nearby watercourses or ditches.

Measures at the River Liffey crossing during construction are:

- The ECoW shall be present for any bankside works.
- The locations of the foul sewer pipes are to be clearly demarcated. The foul sewers are to be protected in place. The detailed method statement for works at the Liffey bridge crossing shall set out appropriate measures to ensure effective protective measures (e.g. tool box talks, signage, barriers and buffer areas) are in place at all times during construction. An appropriate emergency response plan will be in place in case of a leak to ensure it is immediately contained,
- Water pumped from excavations shall be passed through pre-fabricated settlement tanks. A silt sock or bag will be positioned at this exit point as an additional control measure. A specialist Contractor will be required to remove the settled materials at the base of this pond. Trenched silt fencing shall be installed around the area designated for infiltration to capture any silt from overland flow.
- Discharge water from the pond will be inspected on a daily basis,
- Should water pumped from excavations become contaminated (e.g. from a hydrocarbon spill or leak), pumped water shall be tankered off site and treated at an appropriately licensed facility.
- If large amounts of water leak into the contained area, works shall stop until a more secure system is installed.
- Machinery shall operate from the bankside and not instream.

Monitoring during construction phase

- Surface water monitoring procedures will be undertaken to ensure environmental protection and management requirements are being implemented.

I am satisfied that the preventative measures proposed which are aimed at interrupting the source-pathway-receptor are targeted at the key threats and by arresting these pathways or reducing possible effect to a non-significant level, adverse effects can be prevented. Mitigation measures related to water quality impacts are captured in Planning Conditions 2, 3 and 7 of the Inspectors Report.

In-combination effects

I am satisfied that in-combination effects have been assessed adequately in the NIS. The applicant has demonstrated satisfactorily that no significant residual effects will remain post the application of mitigation measures and there is therefore no potential for in-combination effects. I have also reviewed the Planning Register in relation to the proposed development since the lodgement of the application and am satisfied that there are no new applications which would materially impact the proposed scheme in terms of cumulative impacts.

Findings and conclusions

The applicant determined that following the implementation of mitigation measures the construction and operation of the proposed development alone, or in combination with other plans and projects, will not adversely affect the integrity of this European site.

Based on the information provided, I am satisfied that adverse effects arising from the proposed development can be excluded for the Howth Head SPA (SITE CODE - 004113). The mitigation measures will ensure that suspended solids and other pollutants will not be discharged to ground or surface waters during construction, and that there will be no deterioration in water quality, reduction in habitat quality or indirect effects to the Kittiwake QI and other non-QI bird species. The installation of silt fencing within 15m of water features as well as restriction on stockpiling and refuelling of plant and machinery and restrictions on the timing of the works will ensure sensitive or designated ecological habitat are protected. I am satisfied that the mitigation measures proposed to prevent adverse effects have been assessed as effective and can be implemented.

Reasonable scientific doubt

I am satisfied that no reasonable scientific doubt remains as to the absence of adverse effects.

Site Integrity

The proposed development will not affect the maintenance of the Conservation objectives of the the Howth Head SPA (SITE CODE - 004113). Adverse effects on site integrity can be excluded, and no reasonable scientific doubt remains as to the absence of such effects.

Appropriate Assessment Conclusion: Integrity Test

In screening the need for Appropriate Assessment, it was determined that the proposed development could result in significant effects on North Dublin Bay SAC (000206), South Dublin Bay SAC (000210), South Dublin Bay and River Tolka Estuary SPA (004024), North Bull Island SPA (004006), North-West Irish Sea SPA (004236), Rockabill to Dalkey Island SAC (003000), Dalkey Islands SPA (004172) and Howth Head Coast SPA (004113) in view of the conservation objectives of those sites and that Appropriate Assessment under the provisions of S177U was required.

Following an examination, analysis and evaluation of the NIS, all associated material submitted and taking into account observations on nature conservation, I consider that adverse effects on site integrity of the North Dublin Bay SAC (000206), South Dublin Bay SAC (000210), South Dublin Bay and River Tolka Estuary SPA (004024), North Bull Island SPA (004006), North-West Irish Sea SPA (004236), Rockabill to Dalkey Island SAC (003000), Dalkey Islands SPA (004172) and Howth Head Coast SPA (004113) can be excluded in view of the conservation objectives of those sites and that no reasonable scientific doubt remains as to the absence of such effects.

My conclusion is based on the following:

- Detailed assessment of the construction impacts.
- Effectiveness of mitigation measures proposed including supervision and monitoring and integration into a live Method Statement by the contractor at the development stage.

- Application of planning conditions to ensure application of these measures.
- The proposed development will not affect the maintenance, attainment or prevent or delay the restoration of favourable conservation condition of conservation objectives for the North Dublin Bay SAC (000206), South Dublin Bay SAC (000210), South Dublin Bay and River Tolka Estuary SPA (004024), North Bull Island SPA (004006), North-West Irish Sea SPA (004236), Rockabill to Dalkey Island SAC (003000), Dalkey Islands SPA (004172) and Howth Head Coast SPA (004113).

Appendix 3 – Form 1 - EIA Pre-Screening

Case Reference	**ACP - 323851-25**
Proposed Development Summary	Proposed construction of the Celbridge to Hazelhatch Link Mobility Corridor
Development Address	The corridor commences at a new junction on the R403 Clane Road and connects with the Hazelhatch and Celbridge train station
	In all cases check box /or leave blank
1. Does the proposed development come within the definition of a 'project' for the purposes of EIA? (For the purposes of the Directive, "Project" means: - The execution of construction works or of other installations or schemes, - Other interventions in the natural surroundings and landscape including those involving the extraction of mineral resources)	☒ Yes, it is a 'Project'. Proceed to Q2.
	☐ No, No further action required.
2. Is the proposed development of a CLASS specified in Part 1, Schedule 5 of the Planning and Development Regulations 2001 (as amended)?	
☐ Yes, it is a Class specified in Part 1. **EIA is mandatory. No Screening required. EIAR to be requested. Discuss with ADP.**	
☒ No, it is not a Class specified in Part 1. Proceed to Q3	
3. Is the proposed development of a CLASS specified in Part 2, Schedule 5, Planning and Development Regulations 2001 (as amended) OR a prescribed type of proposed road development under Article 8 of Roads Regulations 1994, AND does it meet/exceed the thresholds?	
☐ No, the development is not of a Class Specified in Part 2, Schedule 5 or a prescribed type of proposed road development under Article 8 of the Roads Regulations, 1994. **No Screening required.**	

☐ Yes, the proposed development is of a Class and meets/exceeds the threshold. **EIA is Mandatory. No Screening Required**	
☒ Yes, the proposed development is of a Class but is sub-threshold. **Preliminary examination required. (Form 2)** OR If Schedule 7A information submitted proceed to Q4. (Form 3 Required)	Section 50(1)(c) and (d) of the Roads Act 1993 (as amended) *(c) Where a road authority or, as the case may be, the Authority considers that a road development that it proposes (other than development to which paragraph (a) applies) consisting of the construction of a proposed public road or the improvement of an existing public road would be likely to have significant effects on the environment, it shall inform An Bord Pleanála in writing prior to making any application to the Bord for an approval referred to in section 51(1) in respect of the development.* *(d) In particular, where a proposed development (other than development to which paragraph (a) applies) consisting of the construction of a proposed public road or the improvement of an existing public road would be located on—* *(i) a European Site within the meaning of Regulation 2 of the European Communities (Birds and Natural Habitats) Regulations 2011 (**S.I. No. 477 of 2011**),* *(ii) land established or recognised as a nature reserve within the meaning of section 15 or 16 of the **Wildlife Act 1976** (No. 39 of 1976),* *(iii) land designated as a refuge for fauna or flora under **section 17** of the **Wildlife Act 1976** (No. 39 of 1976), or* *(iv) land designated a natural heritage area under **section 18** of the **Wildlife (Amendment) Act 2000**,* *the road authority or the Authority, as the case may be, proposing the development shall decide whether or not the proposed development would be likely to have significant effects on the environment.*

4. Has Schedule 7A information been submitted AND is the development a Class of Development for the purposes of the EIA Directive (as identified in Q3)?	
Yes ☐	
No ☒	**Pre-screening determination conclusion remains as above (Q1 to Q3)**

Inspector: _____ Date: _____

Appendix 4 Form 2 - EIA Preliminary Examination

Case Reference	ABP - 323742-25
Proposed Development Summary	Proposed construction of the Celbridge to Hazelhatch Link Mobility Corridor
Development Address	The corridor commences at a new junction on the R403 Clane Road and connects with the Hazelhatch and Celbridge train station
This preliminary examination should be read with, and in the light of, the rest of the Inspector's Report attached herewith.	
Characteristics of proposed development (In particular, the size, design, cumulation with existing/ proposed development, nature of demolition works, use of natural resources, production of waste, pollution and nuisance, risk of accidents/disasters and to human health).	The proposed scheme is approximately 2km in length and includes a bridge crossing over the River Liffey. The scheme consists of mainline carriageway with cycle and pedestrian facilities connecting Celbridge town with Hazelhatch Train Station. The bridge abutments will be set back from River Liffey banks by at least 5m and where possible, riparian vegetation at the River Liffey crossing will be retained. The proposed bridge design is a single span structure (circa 65.5m in length) and no works are required within the river channel. The permanent landtake (including roadbed) is 12.8ha. As part of the project there will be demolition of 23m of stone wall on the R403 as well as the removal of polytunnels and structures associated with horticulture in the St. John of Gods facility. The scale and duration of demolition works is considered to be limited in nature. The scheme is predominantly constructed on embankment with imported fill required. The estimated volume of general fill is 56,000m3. The scheme will involve earthworks and excavation of soil for the construction of the proposed attenuation basins, attenuation swales, drainage ditches

	and stream diversions. The estimated earthworks quantities are 10,000m3 for excavation and 7,100m3 of fill material. Overall, the development does not require the use of substantial natural resources or give rise to significant risk of pollution or nuisance. The construction period will be 24 months and any potential for air or noise pollution during the construction phase will be temporary and localised. The development, by virtue of its type, does not pose a risk of major accident and/or disaster, or is vulnerable to climate change. It presents no risks to human health.
Location of development (The environmental sensitivity of geographical areas likely to be affected by the development in particular existing and approved land use, abundance/capacity of natural resources, absorption capacity of natural environment e.g. wetland, coastal zones, nature reserves, European sites, densely populated areas, landscapes, sites of historic, cultural or archaeological significance).	Most of the land beyond the environs of Celbridge town is rural and heading south out of the town towards Hazelhatch, the proposed route of the scheme becomes more rural, with agriculture being the predominant land use. The dominant habitat within the footprint of the Scheme classified according to Fossitt (2000) is improved agricultural grassland (GA1). As detail above in section 5.6.13 or this report, the Celbridge LAP 2017-2023 has expired. Therefore, the Kildare County Development Plan 2023 – 2029 is the current statutory plan for County Kildare, including Celbridge. The Kildare County Development Plan 2023 – 2029 does not include a zoning map for Celbridge and consequently no zoning pertains to the site. I note that in the expired LAP the northern part of the proposed route which was within the LAP boundary was largely zoned 'new residential,' 'community and education' and 'strategic open space.' Due to the scale and nature of the scheme no additional significant impacts on the abundance, availability, quality or

	regenerative capacity of the groundwater bodies will occur. No designations apply to the subject site and mitigation measures will be in place to ensure that no silt or pollutants enter the River Liffey that leads to conservation sites. The potential risk to flooding has been assessed and a Flood Risk Assessment (FRA) has been prepared to inform the project in line with the Flood Management Guidelines. While the proposed scheme is within the Hazelhatch River predicted floodplain, the minimum road level for the section of the proposed scheme located in Flood Zone A and B is set above the existing 0.1% AEP flood level plus freeboard. Therefore, the proposed scheme will be removed from the flooding and remain accessible. The proposed scheme with mitigation does not increase fluvial flood risk elsewhere from the Hazelhatch River. The development is removed from sensitive natural habitats and designated sites in the Development Plan. No childcare facilities, schools, places of worship, sports or recreational grounds are located directly adjacent to the proposed scheme. The proposed scheme crosses through the former demesne lands associated with Celbridge Abbey, however it does not directly impact the landscaped gardens of Celbridge Abbey. It is considered that the proposed development would not be likely to have a significant effect, individually or in- combination with other plans and projects, on a European Site.
Types and characteristics of potential impacts	Having regard to the nature of the proposed development, its location, likely limited magnitude and spatial extend of effects, and absence of in combination

(Likely significant effects on environmental parameters, magnitude and spatial extent, nature of impact, transboundary, intensity and complexity, duration, cumulative effects and opportunities for mitigation).	effects, there is no potential for significant effects on the environment factors listed in section 171A of the Act.

Conclusion	
Likelihood of Significant Effects	**Conclusion in respect of EIA**
There is no real likelihood of significant effects on the environment.	**EIA is not required.**
There is significant and realistic doubt regarding the likelihood of significant effects on the environment.	
There is a real likelihood of significant effects on the environment.	.

Inspector: _____Date: _____

Appendix 5 – Water Framework Directive

Step 1: Nature of the Project, the Site and Locality			
An Bord Pleanála ref. no.	**ACP-323851-25**	**Townland, address**	The corridor commences at a new junction on the R403 Clane Road and connects with the Hazelhatch and Celbridge train station, Co Kildare
Description of project		Proposed construction of the Celbridge to Hazelhatch Mobility Corridor	
Brief site description, relevant to WFD Screening,		The proposed Mobility Corridor is approximately 2km long, beginning at a proposed junction with Clane Road and routing in a south easterly direction through predominantly greenfield lands, before terminating at the existing Loughlinstown Road Roundabout near Hazelhatch and Celbridge Train Station. A new bridge crossing over the River Liffey is also proposed, located approximately 200m south of the beginning of the route at Clane Road. The proposed bridge is a single span structure and no works are required within the river channel. There are four watercourses of	

	influence to the site area - The River Liffey, Hazelhatch River, Shinkeen River and Loughlinstown Stream.
Proposed surface water details	During operations the surface water will be collected from the carriageway using kerb and gully drainage systems. Once collected various SuDS features (bio-retention trenches, swales, attenuation basins, infiltration trenches) will treat and attenuate the surface water run-off before it discharges to the receiving watercourse at greenfield run-off rates.
Proposed water supply source & available capacity	N/A
Proposed wastewater treatment system & available capacity, other issues	N/A
Others?	The application is accompanied by a Flood Risk Assessment Report prepared by RPS dated November 2025 which identifies fluvial flooding from the Hazelhatch River as the primary source of flood risk to the proposed scheme. The inland site location is not influenced by coastal water levels and groundwater flooding is not identified as a significant risk. Mitigation Measures include 15 no 0.9m culverts under the road (each 60m in length), 4 no 1m deeps drainage ditches running parallel with the route and outfalling to watercourses and a swale on the downstream side of the proposed scheme outfalling to the Hazelhatch Rivers. The FRA concludes that the proposed scheme does not contribute to an increase in

	flood risk for existing properties predicted to experience flooding under existing conditions, and, that based on the hydraulic modelling undertaken for the Flood Risk Assessment, the proposed scheme with the proposed mitigation, does not introduce any additional residential dwellings into the predicted flood extent for fluvial flood events up to and including the 0.1% AEP event. The nearest European site to the proposed development is 4.7 km away (Rye Water valley/Carton SAC). However, this is located upstream of this site.

Step 2: Identification of relevant water bodies and Step 3: S-P-R connection							
Identified water body	**Water body name(s) (code)**	**WFD Status**	**Risk of not achieving WFD Objective e.g.at risk, review, not at risk**	**Identified pressures on that water body**	**Pathway linkage to water feature (e.g. surface run-off, drainage, groundwater) (Consider all phases)**	**Mitigation Measures proposed**	**Is mitigation sufficient? Will there be any residual impacts?**
River - River Liffey	Liffey_140 IE_EA_09L011700	Good	Not at Risk	No pressures	Yes – New bridge construction over river, The watercourse is within the site and is intended to provide a	Standard Construction Practice CEMP, Silt control measures (silt traps), no works to take place in adverse weather, monitoring of site run-off,	Yes, mitigation measures will ensure no residual risk that WFD status could be impacted.

					surface water discharge point for the proposed development	fuels/oils to be stored in bunded area, spill kits available on site. In the operations phase various SuDS features including attenuation basins, swales, and hydrocarbon interceptors will treat and attenuate the surface water run-off before it discharges to the receiving watercourse	
River - Hazelhatch stream	Hazelhatch stream – No code assigned	Unknown	Unknown	Unknown	Yes – proposed scheme crosses stream and includes new culvert construction, The watercourse is within the site and is intended to provide a surface water discharge point for the proposed development	Standard Construction Practice CEMP, Silt control measures (silt traps), no works to take place in adverse weather, monitoring of site run-off, fuels/oils to be stored in bunded area, spill kits available on site. In the operations phase various SuDS features including attenuation basins, swales, and	Yes, mitigation measures will ensure no residual risk that WFD status could be impacted.

						hydrocarbon interceptors will treat and attenuate the surface water run-off before it discharges to the receiving watercourse.	
River – Loughlinstown Stream	Liffey_140 IE_EA_09L011700	Good	Not at Risk	No pressures	Yes - proposed scheme crosses stream and includes new culvert construction, The watercourse is within the site and is intended to provide a surface water discharge point for the proposed development	Standard Construction Practice CEMP, Silt control measures (silt traps), no works to take place in adverse weather, monitoring of site run-off, fuels/oils to be stored in bunded area, spill kits available on site. In the operations phase various SuDS features including attenuation basins, swales, and hydrocarbon interceptors will treat and attenuate the surface water run-off before it discharges to the receiving watercourse	Yes, mitigation measures will ensure no residual risk that WFD status could be impacted.

River - Shinkeen stream	Castletown (Dublin-Kildare)_010	Poor	Review	No pressures	No - The scheme is not hydrologically connected to the surface water body. Works are down gradient and separated by intervening land uses from the surface waterbody.	Standard mitigation measures included in CEMP	Mitigation sufficient. No residual impacts predicted
Groundwater – Underlying site	Dublin GWB IE_EA_G_008	Good	Review	No pressures	Yes - Potential for contaminants to infiltrate to groundwater in the construction of the foundations for the bridge over the River Liffey. No pathway during operations.	The bridge abutments will be constructed back from River Liffey banks by at least 5m, The working platforms for the construction of the bridge will be located outside the extent of the fluvial flooding, Standard Construction Practice CEMP, Silt control measures (silt traps), no works to take place in adverse weather, monitoring of site run-off, fuels/oils to be stored	Yes, mitigation measures will ensure no residual risk that WFD status could be impacted.

						in bunded area, spill kits available on site	

Inspector: _____ Date: _____