

Stáisiún Uí Chonghaile, Baile Átha Cliath 1, D01 V6V6

Connolly Station, Dublin 1, D01 V6V6

T 01 703 4293 E [foi@irishrail.ie](mailto:foi@irishrail.ie) W [www.irishrail.ie](http://www.irishrail.ie)



2nd December 2020

[REDACTED]  
[REDACTED]

Email: [REDACTED]

**Re: AIE Request [IE\_AIE\_020]**

Dear [REDACTED],

I refer to your request dated 10<sup>th</sup> November 2020 which was received by this office on that date, which you have made under the EC (Access to Information on the Environment) Regulations 2007 to 2014.

**Request –**

- copies of notes of telephone calls , emails and other documents relating to environmental information, during the years 2019 and 2020, relating to the development of new Dart stations on the existing dart line

Woodbrook is the only station being progressed that is relevant to this AIE request. Please find schedule of records and corresponding documents now attached.

Should you wish to discuss the above, please contact me by telephone at [REDACTED]

Yours sincerely,

A handwritten signature in black ink, appearing to be "Sue Stanley".

**Sue Stanley**

**Freedom of Information / Data Protection Officer**

Access for Information on the Environment Request:  
Schedule of Records for **IE\_AIE\_020** : Summary for Decision Making

| Record No. | Date of Record | Brief Description                  | No. of Pages | Decision: Grant/Part Grant/Refuse | Section of Act if applicable         | Record Edited/Identify Deletions |
|------------|----------------|------------------------------------|--------------|-----------------------------------|--------------------------------------|----------------------------------|
| 1          | various        | IE_AIE_020 Correspondence Redacted | 4            | Part Grant                        | S37 - Personal Information of others | ~                                |
| 2          | 20.05.2020     | AA Screening Woodbrook 20200520    | 24           | Part Grant                        | S37 - Personal Information of others | ~                                |

Signed

IE Decision Maker

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** 16 April 2020 11:46  
**To:** [REDACTED]  
**Subject:** RE: Screening for Appropriate Assessment

Hi [REDACTED]

Yes, you will need to have an Appropriate Assessment Screening complete to ensure compliant Planning Application.

Regards

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** Thursday 16 April 2020 11:44  
**To:** [REDACTED]  
**Subject:** Screening for Appropriate Assessment

Hi [REDACTED]

Hope you're all doing well there.

I remember (I think) speaking to you regarding this for Woodbrook station, and we determined that EIS was not required.

It is not in SAC or SPC, the work proposed is within our lands entirely, but do we need to carry out formal screening for appropriate assessment as part of planning? Is there a document that needs to be produced to demonstrate that screening?

I looked through this and I am not clear.

We are preparing to lodge planning app with DunL Rathdown very soon

[https://www.npws.ie/sites/default/files/publications/pdf/NPWS\\_2009\\_AA\\_Guidance.pdf](https://www.npws.ie/sites/default/files/publications/pdf/NPWS_2009_AA_Guidance.pdf)

thanks

[REDACTED]  
*Project Manager*  
*Iarnród Éireann - Capital Investment Division*  
*Engineering & New Works Building, CIÉ Works, Inchicore, Dublin 8*

[REDACTED]  
[REDACTED]  
[REDACTED]

[www.irishrail.ie](http://www.irishrail.ie)



[REDACTED]

---

**From:** [REDACTED]  
**Sent:** 20 May 2020 11:49  
**To:** [REDACTED]  
**Subject:** RE: Woodbrook AA Screening Report  
**Attachments:** AA Screening Woodbrook 20200520.docx

Hi [REDACTED]

See attached updated report.

Regards

[REDACTED]

---

**From:** [REDACTED] >  
**Sent:** Tuesday 19 May 2020 16:43  
**To:** [REDACTED]  
**Subject:** RE: Woodbrook AA Screening Report

Hi [REDACTED]

Please insert these in place of the three architectural images in the original draft.

Thanks

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** 29 April 2020 14:09  
**To:** [REDACTED]  
**Subject:** RE: Woodbrook AA Screening Report

Hi [REDACTED]

Thanks for review. I have made the changes required to address Bullet Points 1 & 3. I will await revised architectural drawings and will pop them into report.

Regards

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** Wednesday 29 April 2020 14:02  
**To:** [REDACTED]  
**Subject:** RE: Woodbrook AA Screening Report

[REDACTED]

Thanks for that. Just a couple of comments

- From:** [REDACTED]  
**Sent:** 29 April 2020 13:20  
**To:** [REDACTED]  
**Subject:** RE: Woodbrook AA Screening Report

**From:** [REDACTED] >  
**Sent:** Friday 24 April 2020 14:36  
**To:** [REDACTED]  
**Subject:** RE: Woodbrook AA Screening Report

**From:** [REDACTED]  
**Sent:** 17 April 2020 09:57  
**To:** [REDACTED]  
**Subject:** Woodbrook AA Screening Report

See attached the AA Screening report prepared for Pelletstown Station. Could you update the section relating to Woodbrook location, layout and construction methodology/programme.

Regards

[Redacted]

[Redacted]

*Iarnród Éireann, Engineering Building, CIÉ Works, Inchicore, Dublin 8.*  
*Eircode: D08 K6Y3*

[Redacted] : [www.irishrail.ie](http://www.irishrail.ie)



## **Stage 1 – Screening for Appropriate Assessment**

### **Woodbrook Station**





**Woodbrook Station****Design and Application Stage****Document Title :** Stage 1 – Screening for Appropriate Assessment**Document Ref(s) :** AA Screening – Woodbrook Station

| Date       | Rev | Status   | Originator | Checked  | Approved |
|------------|-----|----------|------------|----------|----------|
| 24/04/2020 | 0   | For File | ████████   | ████████ | ████████ |
|            |     |          |            |          |          |
|            |     |          |            |          |          |



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## 1 INTRODUCTION

Irish Rail proposes to construct a new rail station at Woodbrook, along the existing operational Dublin to Rosslare railway line. Associated with the construction of the rail station it is proposed to construct pedestrian footbridge linkages to the station for adjacent residential communities.

This report documents the Stage 1 (Screening for Appropriate Assessment) exercise required to comply with the European Communities (Natural Habitats) Regulations, 1997-2010 (the Habitats Regulations). The purpose of the Stage 1 exercise is to assess the potential for the proposed development to impact on the Natura 2000 sites.

## 2 STATEMENT ON APPROPRIATE ASSESSMENT SCREENING FINDINGS

Article 6 of the Habitats Regulations is concerned with potential impact of the proposed project on designated Natura 2000 sites.

On the basis of this Stage 1 Screening for Appropriate Assessment) exercise, it is concluded that the proposed development is not likely to have significant effects on any Natura 2000 sites.

Therefore, it is submitted that **Stage 2 - Appropriate Assessment is not required.**

The information contained in the report provides the information gathered during the screening exercise and upon which this statement was concluded.

### **3 PROPOSED DEVELOPMENT LOCATION**

The proposed development is located along the existing Dublin to Rosslare railway line in the Dun Laoighaire Rathdown functional area.

The new Woodbrook station will be located approximately midway between the existing Shankill and Bray DART stations, with approximate 1.8km spacing between the three stations.

The proposed development is in an existing greenland environment, with a golf course and cemetery immediately surrounding the proposed station location. However the works will be carried out after the proposed Woodbrook Strategic Housing development has commenced their construction. Once commissioned the station will be bordered by golf course on the east and the new high density development on the west.

Good levels of pedestrian access to the new station will be provided for in the adjacent Woodbrook SHD project. A steel pedestrian footbridge will be constructed over the railway, linking both platforms. The footbridge will have stairs and will also include ramps to accommodate persons with reduced mobility. The bridge will also provide passive provision for a future walking and cycle route across the railway and as such will be designed for open public access.

The proposed station location is shown on Figure 1, in relation to its urban location context.

### **4 BACKGROUND AND NEED FOR THE PROJECT**

A major residential development of approximately 650 units has been proposed under the Woodbrook – Shanganagh Local Area Plan 2017 – 2023. In November 2019 a Strategic Housing Development application was submitted to An Bord Pleanála. In March 2020 this application was approved.

The LAP is predicated on delivery of the Woodbrook DART Station, and it is agreed between the National Transport authority, the Local Authority, the SHD Development Company and Iarnród Éireann that the station will be operational in time for occupancy of the first phase of the development.

The station project is separate to the SHD project, and a separate planning application (of which this document forms part) to the Local Authority is being made by Iarnod Eireann.

**Figure 1: General Site Location**

## 5 DESCRIPTION OF THE PROJECT

### General Description of Development

Woodbrook DART station is proposed to serve the community in the new Woodbrook SHD. It is the intention that the station will be operational in time for the residential occupancy in the first phase of the SHD.

The development will involve the construction of a new unmanned railway station at Woodbrook. The station will comprise two platforms and a footbridge over the railway. Each element is described in more detail below.

### Construction Timeframe

Construction of a station, with pre-existing operational rail tracks is a temporary and short-term activity. It is currently envisaged that the station construction will be complete in approximately 12 months.

### Earthworks

The existing tracks are set in a cutting approximately 3m below the general level of the golf course lands on either side. The cutting will be widened generally by cutting back the existing slopes and regrading to provide sufficient additional space to construct the platform structure. In some areas a retaining structure will be required to form a vertical face in order to provide space for a maintenance access route and the footbridge ramps. Subject to detailed design, these structures will be formed using sheet or rotary bored piling. Approximately 6,000m<sup>3</sup>.

### Modifications to Existing Railway Infrastructure

The railway is electrified to 1500V DC and overhead line equipment (OHLE) is situated over the railway. The wires are suspended from steel masts at 50m intervals. New masts will be required to be installed set back from the track in order to provide platform space. The wires will be transferred to the new masts and the existing removed. This work will be carried out in conjunction with the earthworks.

A railway signal on the northbound track will be moved northwards to allow for the station.

### Foundations

Pending completion of a Geotechnical Investigation, and based on desktop studies and general knowledge of the geology in the area, the precast concrete platform structures will be installed on strip foundations. The foundations for the footbridge will likely be piled.

### Station Platforms

Two new platforms, 174m long and 4.0m wide, will be constructed beside the railway. The platforms will be designed in accordance with Iarnród Éireann standards and will include surfacing, coping stones, tactile paving, platform drainage, all necessary markings, railings, lighting, ticket vending machines, CCTV cameras, public information systems and platform furniture.

The platforms will be constructed using the minimum land usage, consistent with good design standards.

Based on the current design it is proposed that the platforms will be of precast concrete construction with a screeded concrete or asphalt finish.



### Station Footbridge

A steel pedestrian footbridge will be constructed over the railway, linking both platforms. The footbridge will have stairs and will also include ramps to accommodate persons with reduced mobility. The bridge will also provide for a future walking and cycle route across the railway and as such will be designed for open public access.

The steel sections will be brought to site and assembled adjacent to the track, and lifted as a structure onto the foundations.

### Access and Passenger Movement

Access to the station will be from the proposed new Woodbrook Avenue, from the proposed Woodbrook SHD.

### Fencing

Railings, mounted on up-stand plinth walls, will be constructed along the back of each platform.

### Lighting

Lighting will consist of 8m high column mounted luminaries at the exterior of the station and 5.5m high column mounted luminaries spaced at 13m centres along the platform. The proposed lighting will be designed to minimise and prevent light overspill.

### Close Circuit Television (CCTV) Cameras

A number of CCTV cameras will provide passive security. CCTV cameras will be mounted on columns on the platforms and will be angled to ensure viewing position of all persons entering and exiting the station.

### Customer Information Systems

Two customer information signs, with dual sided signage, will be mounted on each platform. Each sign will include an embedded help point. The help point will facilitate communication with Iarnród Éireann staff located at Central Traffic Control Monitoring Station in Connolly Station.

### Public Address (PA) System

A public address system is required at the station to impart rail related information to passengers. Impacts of the PA system will be minimised by employing various mitigatory measures, such as minimising the operational period of the system; careful selection, location and direction of the speakers; and screening speakers from ambient environment outside station. Use of the PA system will normally be restricted to revenue train operation periods, mainly from early morning to late evening.

### Car & Bicycle Parking

No provision is being made for car parking in this project, however it is part of the adjacent Woodbrook SHD project to construct approximately 160 car parking spaces immediately adjacent the station. Access to this car park facility will be via the proposed Woodbrook Avenue.

Cycle parking stands will be provided in public areas at the entrance to the station.

### **General Description of Earthworks and Construction Phasing**

Access to the worksite will be provided in advance by the contractor on the Woodbrook SHD site. Iarnród Éireann's contractor will establish a site compound area on the footprint of the proposed car park.

Earthworks will include the following:

- Strip topsoil from proposed works area, while archaeologically monitoring such works;
- Excavate and re-grade the railway formation cutting to form the design formation level with appropriate construction fill materials;
- Installation of formation layers for the new development

The main stages of construction will proceed in an orderly and logical sequence, comprising the following:

- Complete any necessary pre-construction surveys, including any recommended local ecology surveys, site investigation surveys and utility location surveys, immediately in advance of construction;
- Implement all recommended environmental mitigation measures;
- Confirm utility location and divert utilities where necessary;
- Establish contractor's site compound & erection of construction hoarding;
- Site clearance and topsoil stripping, together with archaeologically monitoring if necessary;
- Cut and fill to level and re-grade the site to the required formation level;
- Carry out diversion of existing overhead power cables (railway electrification) to new support structures;
- Construct soak-away trenches;
- Installation of piling and concrete footings to provide foundations for platform, bridges, stairs and ramp structures;
- Construct in-situ concrete works for earth retention adjacent proposed platforms;

- Installation of pre-cast concrete structures for platforms;
- Installation of pre-fabricated steel footbridge over the railway;
- Construct surface finishes on platforms, bridges, stairs and ramps;
- Construct all drainage cannels to soak-away trenches;
- Construct a Telecoms Equipment Room;
- Fit out all electrical equipment, including ticket vending machines, Smart card swipe-validators, CCTV cameras, customer information systems, public address systems and public lighting;
- Complete all station finishes, including railings, surface markings, signage, passenger information systems and public lighting;
- Test and commission all equipment in the station.

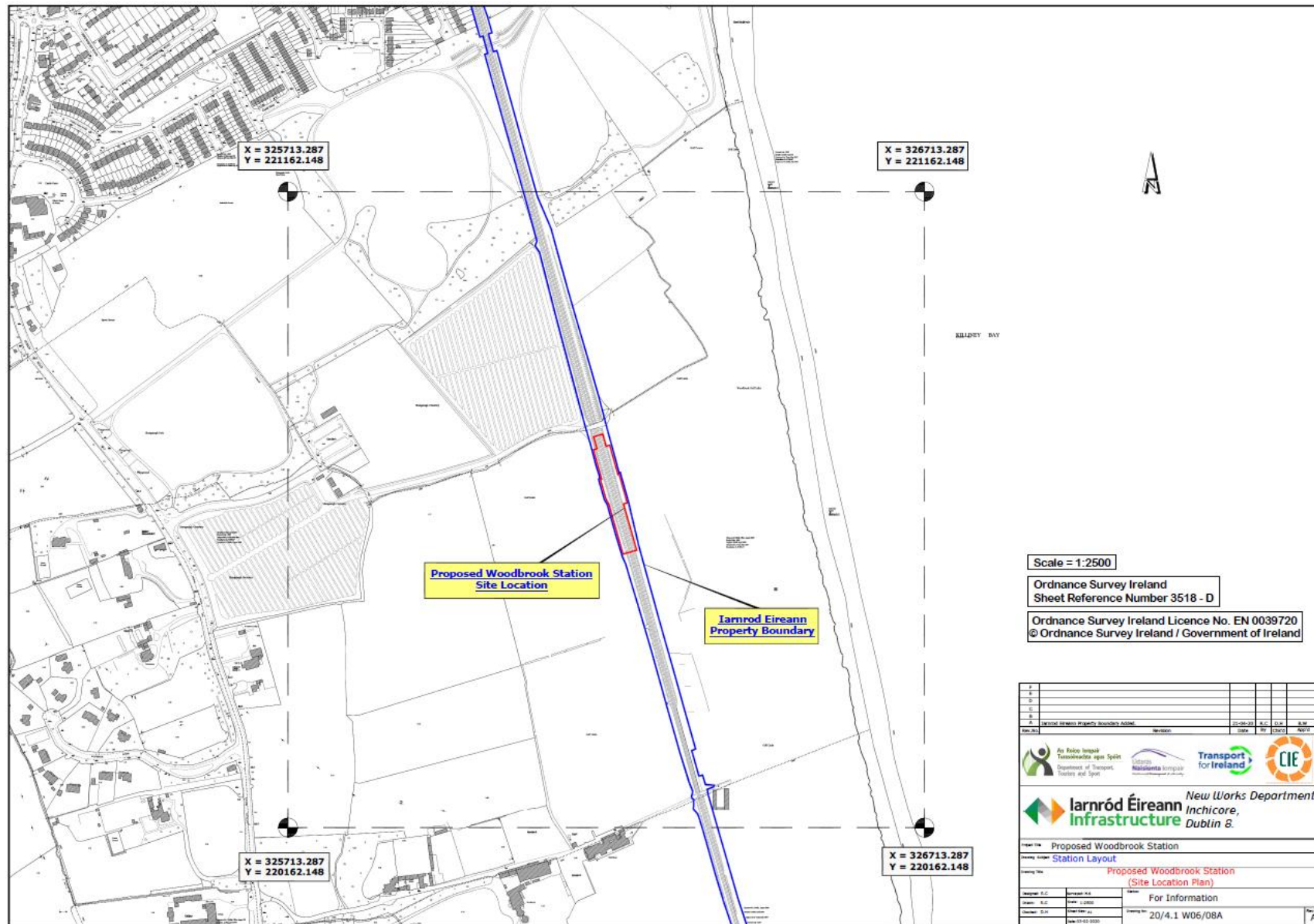
The requirements of the Safety, Health and Welfare at Work Act 2005, the Safety, Health and Welfare at Work (Construction) Regulations 2006 and all other relevant Irish and EU safety legislation will be complied with at all times. A Health and Safety Plan will be formulated which will continue through to completion of the construction phase.

As part of the contract requirements, the construction contractor will be obliged to comply with all legal obligations and also implement a high standard of site housekeeping in order to minimise environmental impacts. An Environmental Management Plan for the scheme will be developed prior to commencement of construction, which will include environmental performance criteria and limits will, to ensure the construction impacts are controlled within defined thresholds and comply with relevant environmental legislation.

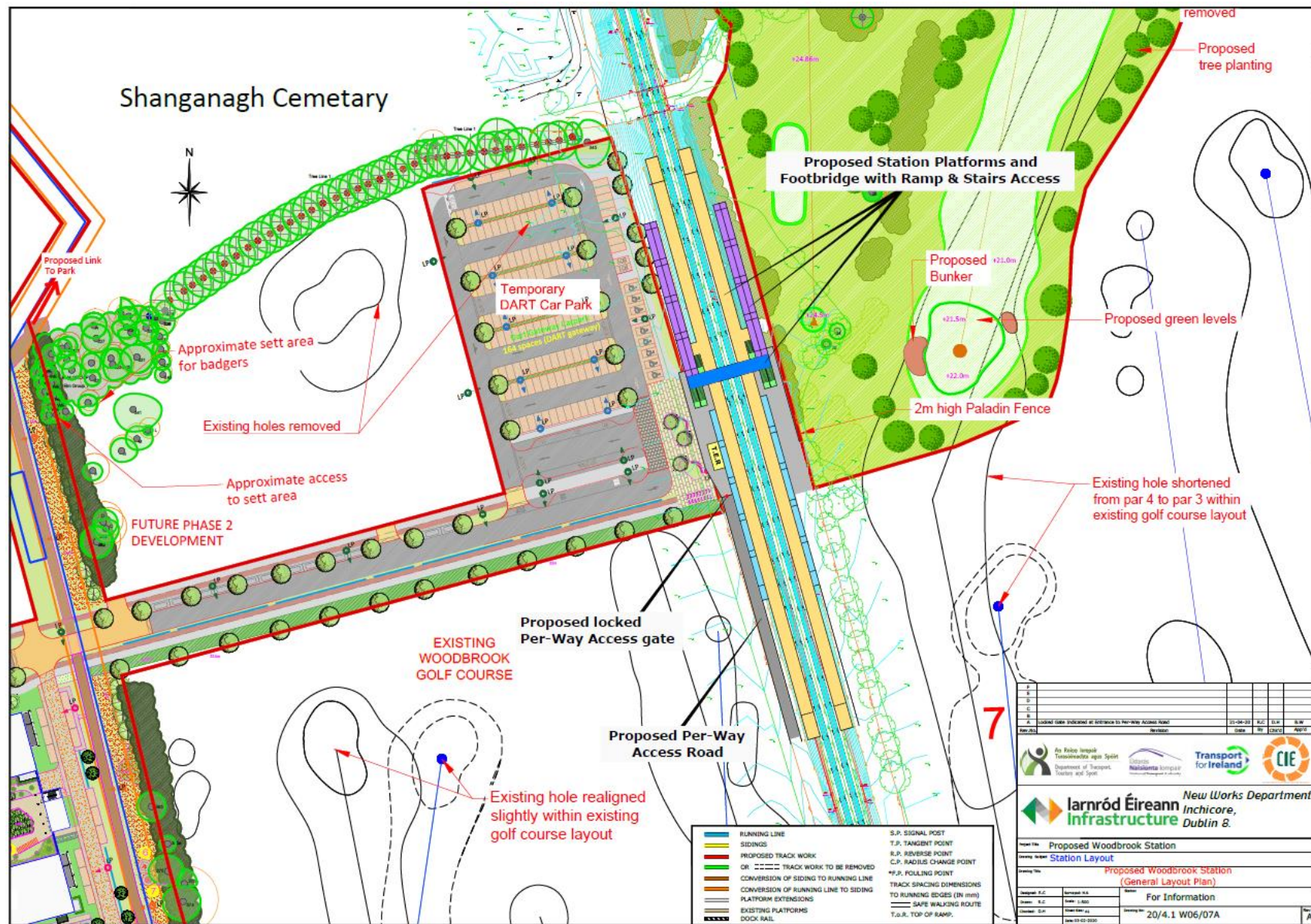
Construction noise will be kept to a minimum in accordance with BS5228 Noise and Vibration Control on Construction and Open Sites (Parts 1 & 2), (BS5228, 2009).

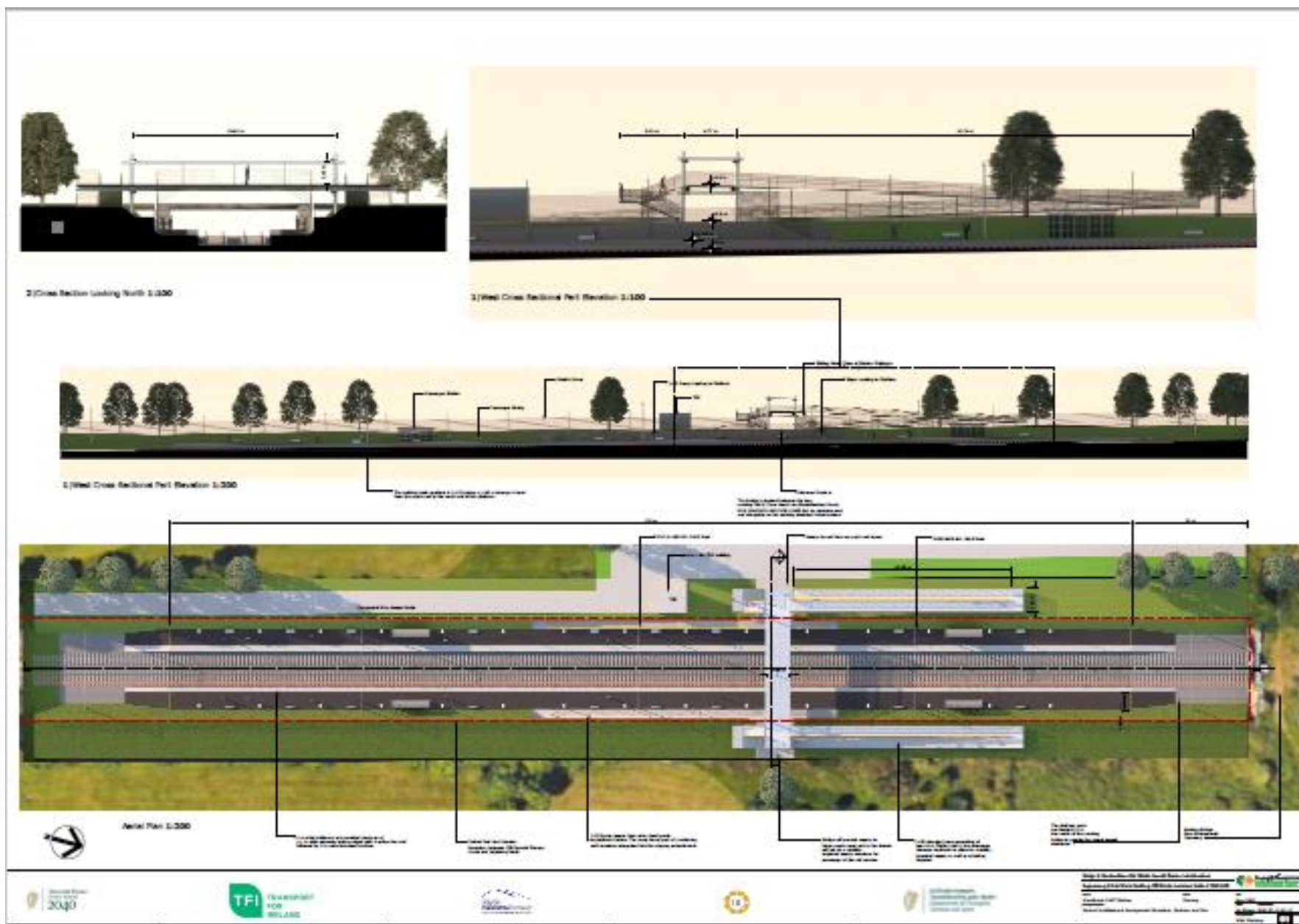
The majority of the construction works will be undertaken at night under a possession of the railway due to the requirement to maintain scheduled DART services. The proximity of high voltage railway electrification wires also dictates the requirement to limit use of mechanical plant adjacent the railway to periods when the wires are "isolated" i.e. switched off.

The area surrounding the worksite is non-residential in nature therefore it is not anticipated that disruption due to noise will be an issue. HGV deliveries of plant and materials to and from the site will be carried out during normal construction hours during the day.









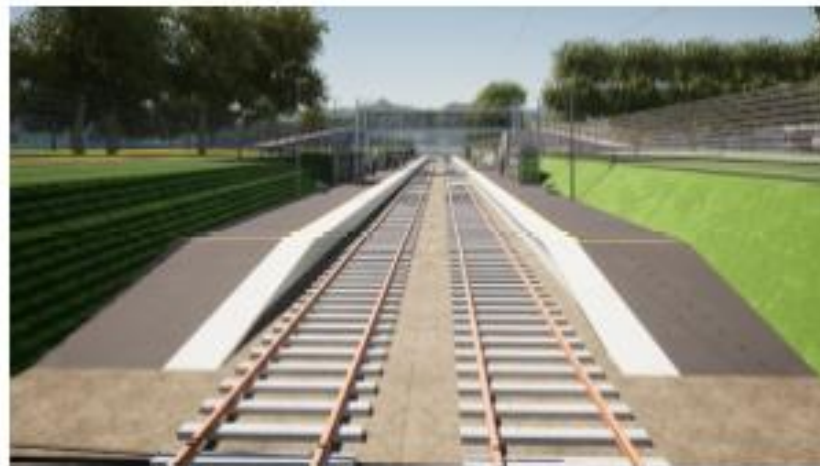




1) View Looking South showing flight of steps integrated into concrete retaining wall structure.



2) View Looking North showing ramp integrated into concrete retaining wall structure.



3) View Looking South from side of the platform.

**Station and Platform Security**  
The proposed station and platform are designed to be secure and safe for passengers and staff. The station is located in a secure area and is surrounded by a secure perimeter. The platform is designed to be secure and safe for passengers and staff. The station and platform are designed to be secure and safe for passengers and staff.



4) View Looking North West from car park and bus loop and also showing ramp integrated into concrete retaining wall structure.

**Station and Platform Security**  
The proposed station and platform are designed to be secure and safe for passengers and staff. The station is located in a secure area and is surrounded by a secure perimeter. The platform is designed to be secure and safe for passengers and staff. The station and platform are designed to be secure and safe for passengers and staff.

## **7 APPROPRIATE ASSESSMENT LEGISLATIVE REQUIREMENTS**

It is a legal requirement that all development projects such as this one take due regard to the requirements of Article 6 of Council Directive 92/43/EEC on the conservation of natural habitats and of wild fauna and flora, as amended by Council Directive 97/62EC. These Council Directives are transposed in Irish law through the European Communities (Natural Habitats) Regulations, 1997-2010 (the Habitats Regulations).

The Habitats Regulations impose a responsibility on the competent authority to ensure that a plan or project is authorised only where it will not adversely affect the integrity of a Natura 2000 site.

Appropriate Assessment or 'Habitats Regulation Assessment' is a method used to assess the environmental impacts of proposed developments. The Appropriate Assessment considerations are targeted specifically on Natura 2000 site and their conservation objectives. Natura 2000 sites are part of an EU wide network of nature protection areas established under the EU Habitats Directive. The objective of establishing and designating Natura 2000 is to aid the long-term survival of Europe's most valuable and threatened species and habitats. It is comprised of Special Areas of Conservation designated under the Habitats Directive (92/43/EEC) and Special Protection Areas designated under the Birds Directive (79/409/EEC).

This Stage 1 (Screening for Appropriate Assessment) exercise is the first stage of Appropriate Assessment consideration. It addresses and records the reasoning and conclusions in relation to the first two tests of Article 6(3) of the Habitats Directive, namely:

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



## **7 DESCRIPTION OF NATURA 2000 DESIGNATED SITES**

### **7.1 Introduction**

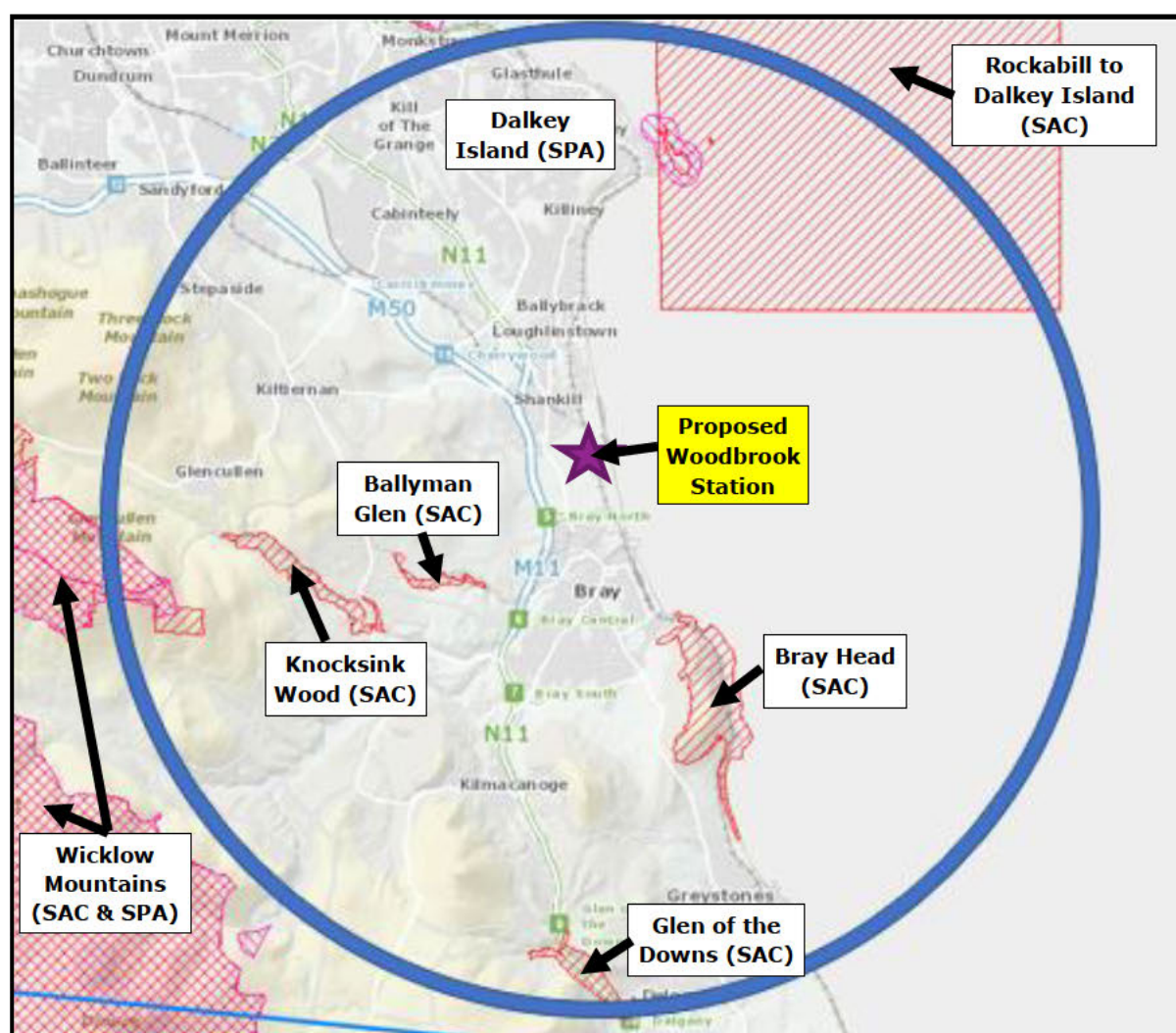
Natura 2000 sites are protected habitats for flora and fauna of European importance. They comprise: Special Areas of Conservation (SAC), designated under the Habitats Directive; and Special Protection Areas (SPA), designated under the Birds Directive. The Habitats Directive was transposed into national legislation by the European Communities (Natural Habitats) Regulations, S.I. No. 94 of 1997. These regulations also cover the Birds Directive.

The Department of the Environment, Heritage and Local Government is responsible, through the National Parks and Wildlife Service, for the designation of conservation sites in Ireland.

There is no set recommendation for the distance from development sites being relevant for appropriate assessment screening and the distance is evaluated on a case by case basis, with reference to the nature, size and location of the project. Therefore, for this appropriate assessment exercise, the Natura 2000 sites in within 10km of the Woodbrook are shown on Figure 2.

The following European sites are identified as falling within a 10km radius of the proposed Woodbrook Station. These are as follows:

1. Ballyman Glen SAC (Site Code 000713), approx 4.2km SW of site;
2. Knocksink Woods SAC (Site Code 000725), approx 5.2km SW of site;
3. Wicklow Mountaints SAC & SPA (Site Codes 002122 & 004040), approx 9.4km W of site;
4. Rockbill to Dalkey Island SAC (Site Code 003000), approx 4.1km NE of site;
5. Dalkey Island SPA (Site Code 004172), approx 7km N of site;
6. Bray Head SAC (Site Code 000714), approx 4.4km S of site; and
7. Glen of Downs SAC (Site Code 000719), approx 9.5km S of site.

**Figure 2: Natura 2000 sites within 10km**

## 7.2 Assessment of Natura 2000 sites

At the commencement of the screening exercise, an assessment of each of the Natura 2000 sites within 10km of the development area has been undertaken.

| European Site                        | Designation Interest  | Conservation Objectives   | Link to Development Site   |
|--------------------------------------|---|---|--|
| <b>Ballyman Glen SAC</b>             | 7220 Petrifying Springs<br>7230 Alkaline Fens<br>Site is sensitive to changes in water quality and watertable levels.   | To restore the favourable conservation conditions of the Annex I habitat.                                     | No hydrological link between proposed development and SAC.   |
| <b>Knocksink Woods SAC</b>           | 7220 Petrifying Springs<br>91E0 Alluvial Forest   | To maintain or restore the favourable conservation conditions of the Annex I habitat and/or Annex II species. | No hydrological link between proposed development and SAC.   |
| <b>Wicklow Mountains SAC</b>         | 3110 oligotrophic waters<br>3160 natural dystrophic lakes & ponds<br>4010 Northern atlantic wet heath<br>4030 European dry heaths<br>4060 Alpine & boreal heaths<br>6130 Calaminarian grassland<br>6230 Nardu grassland on siliceous substrates<br>7130 Blanket bog<br>8110 Siliceous scree<br>8210 Calcareous rocky slopes<br>91A0 Old sessile oak woods<br>1355 Otter | To maintain or restore the favourable conservation conditions of the Annex I habitat and/or Annex II species. | No significant effect of proposed works on conservation objectives of SAC.                             |
| <b>Wicklow Mountains SPA</b>         | A098 Merlin<br>A103 Peregrine   | To maintain or restore the favourable conservation conditions   | No, the qualifying species (birds of prey) would not normally use the proposed site as hunting ground. |
| <b>Rockbill to Dalkey Island SAC</b> | 1170 Reefs<br>1351 Harbour porpoise   | To maintain or restore the favourable conservation conditions of the Annex I habitat and/or Annex II species. | No significant effect of proposed works on conservation objectives of SAC.                             |
| <b>Dalkey Island SPA</b>             | A192 Roseate Tern<br>A193 Common Tern<br>A194 Atlantic Tern   | To maintain or restore the favourable conservation conditions   | No, the proposed development is slightly inland and offset from direct coast frontage.                 |
| <b>Bray Head SAC</b>                 | 1230 Vegetated sea cliffs<br>4030 European dry heaths   | To maintain or restore the favourable conservation conditions of the Annex I habitat and/or Annex II species. | No significant effect of proposed works on conservation objectives of SAC.                             |
| <b>Glen of Downs SAC</b>             | 91A0 Old sessile oak woods  | To maintain or restore the favourable conservation conditions of the Annex I habitat and/or Annex II species. | No significant effect of proposed works on conservation objectives of SAC.                             |

## 8 ASSESSMENT OF LIKELY EFFECTS

### 8.1 Description of Elements of the Project that may impact on Natura 2000

The construction of Woodbrook Station along the operational railway corridor at Woodbrook will result in a relatively low construction intensity and at a significant separation distance from any of the European Sites. However, the screening exercise shall consider both the construction and operation phase impact of the proposed station on the Natura 2000 network.

### 8.2 Assessment of Likely Effects of Proposed Development on Natura 2000 Sites

The assessment below has assessed the proposed development against the qualifying criteria for the Natura 2000 sites, their conservation objectives and the screening significance criteria detailed in Department of Environment, Heritage and Local Government publication *"Appropriate Assessment of Plans and Projects in Ireland-Guidance for Planning Authorities"*. .

|   | <b>Potential Impact on Natura 2000 Site</b>                                     | <b>Response</b>   |
|---|---|---|
| 1 | Is the proposed development directly connected to a Natura 2000 site?           | No, whilst the operational railway is in close proximity to Bray head, the construction of Woodbrook Station is not directly connected with the qualifying interests of the Natura 2000 site. |
| 2 | Is the proposed development necessary for the management of a Natura 2000 site? | No  |
| 3 | Will the proposed development result in loss of Natura 2000 habitat area?       | No  |
| 4 | Will the proposed development reduce the population of key species?             | No  |
| 5 | Will the proposed development change the balance between key species?           | No  |
| 6 | Will the proposed development reduce the diversity of the Natura 2000 site?     | No  |
| 7 | Will the proposed development, during either construction or operation, cause   | No, there will be no disturbance as all works will be within the rail corridor  |



|    |   |   |
|----|---|---|
|    | an on-going disturbance to species or habitats for which the Natura 2000 site is selected?  |   |
| 8  | Will the proposed development cause direct or indirect damage to the size, characteristics or reproductive ability of populations on the Natura 2000 site?                                  | No.   |
| 9  | Will the proposed development cause direct or indirect damage to the physical quality of the environment in the Natura 2000 site?   | No, there will be no direct or indirect damage to the physical quality of the environment at the Natura 2000 sites.   |
| 10 | Will the proposed development result in any change to the water resource or water quality at the Natura 2000 sites?   | No, there will be no direct or indirect damage to the physical quality of the environment at the Natura 2000 sites.   |
| 11 | Will the proposed development result in habitat fragmentation?  | No, the proposed development will not cause any severance or fragmentation of qualifying habitats.  |
| 12 | Will the proposed development cause delay or impediment towards achieving the conservation objectives of the site?  | No, the conservation objectives of the Natura 2000 sites have been reviewed and assessed. The proposed development will not impact, delay or act as an impediment towards achieving the Natura 2000 site conservation objectives. |
| 13 | Will the proposed development change the dynamics of the key physical and biological relationships (soil, water, plant, animal, air) that define the structure and/or function of the site? | No, there is no identified risk that the proposed development will change the dynamics of the Natura 2000 sites as defined by their structure and/or function.  |
| 14 | Will the proposed development result in potential long term changes that could cause changes to the designates site, by virtue vegetation removal, increased flooding risk, etc.            | No, there will be no long-term impacts that could cause a change to the designated sites.   |

**Therefore, on the basis of the assessment of the impact on the proposed development in isolation, it is concluded that it is not likely to have significant effects on a Natura 2000 site in view of its conservation objectives.**

## **9. CONCLUSION**

Further to the assessment, it is concluded that there will be no significant effects on Natura 2000 sites.

Therefore, on the basis of this Screening Exercise, it is submitted that a Stage 2 Appropriate Assessment is not required.