

Appendix 6.8 Findings of No Significant Effects (FONSE) Reports

Appendix 6.8 – Findings of No Significant Effects (FONSE) Reports

<i>Name of project</i>	M20 Cork - Limerick Motorway Scheme
<i>Description of project</i>	The proposed road development runs from the tie-in point with the existing N20 approximately 100m south of Blarney Junction in the south to a tie in with the N21 just south of the Patrickswell Junction in the north. The length of the proposed mainline is approximately 80km and the total landtake required for the scheme is approximately 905 hectares. The details of the individual elements of the proposed road development (grade separated junction locations, access roads, link roads etc.) are described in Chapter 4 of the EIS, Section 4.1.3.
Lower River Shannon cSAC – site code 002165	
<i>Location of Natura 2000 site relative to the proposed road development</i>	7km downstream
<i>Is the project directly connected with or necessary to the management of the site?</i>	No
<i>Are there other projects that together with the project could affect the site?</i>	N21 Adare Bypass which also crosses the River Maigue 4km upstream of the cSAC.
<i>Describe how the project is likely to affect the Natura 2000 site.</i>	No direct impact on the cSAC. Indirect impacts on water quality could potentially result from contamination events (increased sedimentation and/or contamination by pollutants such as oil, diesel, hydraulic fluids and concrete/cement) during the construction or operation phases and could have negative impact on aquatic species in the estuary. However, with the mitigation measures detailed in the M20 Cork – Limerick Motorway Scheme EIS (Section 6.5 Mitigation), fully implemented, such impacts are unlikely given the distance of the cSAC from the proposed road development
<i>Explain why these effects are not considered significant</i>	Because there will be no measurable impact of the proposed road development on the qualifying interests of the cSAC or on its conservation objectives.
<i>List of agencies consulted.</i>	<ul style="list-style-type: none"> National Parks and Wildlife Service Shannon Regional Fisheries Board
<i>Response to consultation.</i>	Shannon Regional Fisheries Board consultation response received on the 27 th March 2009. Ongoing consultation process with the National Parks and Wildlife Service (NPWS) from the Constraints phase for the proposed road development through to the EIS. Including meetings with Dr Jervis Good, Divisional Ecologist (Southern Division) with the NPWS on the 29 th September 2008 and the 31 st March 2009.
<i>Who carried out the assessment?</i>	Natura Environmental Consultants
<i>Sources of data</i>	Natura 2000 site synopsis and existing records
<i>Level of assessment completed</i>	Desktop study Level of confidence attributed to the result of the assessment - high
<i>Where can the full results of the assessment be accessed and viewed</i>	This table contains all the relevant information
<i>Overall Conclusions</i>	It has been concluded that, provided the mitigation measures detailed in the M20 Cork – Limerick Motorway Scheme EIS (Section 6.5 Mitigation), are fully implemented, there will be no significant negative effects on the Lower River Shannon cSAC (Site Code 002165), and therefore no adverse effect on the integrity of the Natura 2000 site or on its conservation objectives as a result of the proposed road development.
Shannon and Fergus Estuaries SPA – site code 004077	
<i>Location of Natura 2000 site relative to the proposed road development</i>	15km downstream
<i>Is the project directly connected with or necessary to the management of the site?</i>	No
<i>Are there other projects that together with the project could affect the site?</i>	N21 Adare Bypass which is located 8km to the south of the SPA.
<i>Describe how the project is likely to affect the Natura 2000 site.</i>	No direct impact on the SPA. No indirect impacts likely due to the distance between the proposed road development and the SPA.
<i>Explain why these effects are not considered significant</i>	Because there will be no measurable impact of the proposed road development on the qualifying interests of the SPA or on its conservation objectives.

<i>significant</i>	
<i>List of agencies consulted.</i>	<ul style="list-style-type: none"> National Parks and Wildlife Service Shannon Regional Fisheries Board
<i>Response to consultation.</i>	Shannon Regional Fisheries Board consultation response received on the 27 th March 2009. Ongoing consultation process with the National Parks and Wildlife Service (NPWS) from the Constraints phase for the proposed road development through to the EIS. Including meetings with Dr Jervis Good, Divisional Ecologist (Southern Division) with the NPWS on the 29 th September 2008 and the 31 st March 2009.
<i>Who carried out the assessment?</i>	Natura Environmental Consultants
<i>Sources of data</i>	Natura 2000 site synopsis and existing records
<i>Level of assessment completed</i>	Desktop study Level of confidence attributed to the result of the assessment - high
<i>Where can the full results of the assessment be accessed and viewed</i>	This table contains all the relevant information
<i>Overall Conclusions</i>	It has been concluded that, provided the mitigation measures detailed in the M20 Cork – Limerick Motorway Scheme EIS (Section 6.5 Mitigation), are fully implemented, there will be no significant negative effects on the Shannon and Fergus Estuaries SPA (Site Code 004077), and therefore no adverse effect on the integrity of the Natura 2000 site or on its conservation objectives as a result of the proposed road development.
Askeaton Fen Complex cSAC – site code 002279	
<i>Location of Natura 2000 site relative to the proposed road development</i>	7.5km north-west
<i>Is the project directly connected with or necessary to the management of the site?</i>	No
<i>Are there other projects that together with the project could affect the site?</i>	No
<i>Describe how the project is likely to affect the Natura 2000 site.</i>	No direct impact on the cSAC. No indirect impacts likely due to the absence of a direct hydrological link between the proposed road development and the cSAC.
<i>Explain why these effects are not considered significant</i>	No effects on the cSAC are likely because there will be no measurable impact of the proposed road development on the qualifying interests of or on its conservation objectives.
<i>List of agencies consulted.</i>	<ul style="list-style-type: none"> National Parks and Wildlife Service
<i>Response to consultation.</i>	Ongoing consultation process with the National Parks and Wildlife Service (NPWS) from the Constraints phase for the proposed road development through to the EIS. Including meetings with Dr Jervis Good, Divisional Ecologist (Southern Division) with the NPWS on the 29 th September 2008 and the 31 st March 2009.
<i>Who carried out the assessment?</i>	Natura Environmental Consultants
<i>Sources of data</i>	Natura 2000 site synopsis and existing records
<i>Level of assessment completed</i>	Desktop study Level of confidence attributed to the result of the assessment - high
<i>Where can the full results of the assessment be accessed and viewed</i>	This table contains all the relevant information
<i>Overall Conclusions</i>	It has been concluded that, provided the mitigation measures detailed in the M20 Cork – Limerick Motorway Scheme EIS (Section 6.5 Mitigation), are fully implemented, there will be no significant negative effects on the Askeaton Fen Complex cSAC (Site Code 002279), and therefore no adverse effect on the integrity of the Natura 2000 site or on its conservation objectives as a result of the proposed road development.
Curraghchase Woods cSAC – site code 000174	
<i>Location of Natura 2000 site relative to the proposed road development</i>	7.5km north-west
<i>Is the project directly connected with or necessary to the management of the site?</i>	No
<i>Are there other projects that together with the project could affect the site?</i>	No
<i>Describe how the project is likely to affect the Natura 2000 site.</i>	No direct impact on the cSAC. No indirect impacts likely due to the distance of the proposed road development from the cSAC.

<i>Explain why these effects are not considered significant</i>	Because there will be no measurable impact of the proposed road development on the qualifying interest of the cSAC (the lesser horseshoe bat) or on its conservation objectives. The four season bat survey (refer to Appendix 6.5) concluded that the proposed road development would not have any impact on the lesser horseshoe bat roost at Curraghchase House.
<i>List of agencies consulted.</i>	<ul style="list-style-type: none"> National Parks and Wildlife Service
<i>Response to consultation.</i>	Ongoing consultation process with the National Parks and Wildlife Service (NPWS) from the Constraints phase for the proposed road development through to the EIS. Including meetings with Dr Jervis Good, Divisional Ecologist (Southern Division) with the NPWS on the 29 th September 2008 and the 31 st March 2009.
<i>Who carried out the assessment?</i>	Natura Environmental Consultants
<i>Sources of data</i>	Natura 2000 site synopsis and existing records
<i>Level of assessment completed</i>	Desktop study Level of confidence attributed to the result of the assessment - high
<i>Where can the full results of the assessment be accessed and viewed</i>	This table contains all the relevant information
<i>Overall Conclusions</i>	It has been concluded that, provided the mitigation measures detailed in the M20 Cork – Limerick Motorway Scheme EIS (Section 6.5 Mitigation), are fully implemented, there will be no significant negative effects on Curraghchase Woods cSAC (Site Code 000174), and therefore no adverse effect on the integrity of the Natura 2000 site or on its conservation objectives as a result of the proposed road development.
Tory Hill cSAC – site code 000439	
<i>Location of Natura 2000 site relative to the proposed road development</i>	1.7km east (3.4km upstream)
<i>Is the project directly connected with or necessary to the management of the site?</i>	No
<i>Are there other projects that together with the project could affect the site?</i>	No
<i>Describe how the project is likely to affect the Natura 2000 site.</i>	No direct impact on the cSAC. No indirect impacts likely due to the distance between the proposed road development and the cSAC and fact that the designated area is upstream of the crossing point of the watercourses that drains the site.
<i>Explain why these effects are not considered significant</i>	Because there will be no measurable impact of the proposed road development on the qualifying interests of the cSAC or on its conservation objectives.
<i>List of agencies consulted.</i>	<ul style="list-style-type: none"> National Parks and Wildlife Service
<i>Response to consultation.</i>	Ongoing consultation process with the National Parks and Wildlife Service (NPWS) from the Constraints phase for the proposed road development through to the EIS. Including meetings with Dr Jervis Good, Divisional Ecologist (Southern Division) with the NPWS on the 29 th September 2008 and the 31 st March 2009.
<i>Who carried out the assessment?</i>	Natura Environmental Consultants
<i>Sources of data</i>	Natura 2000 site synopsis and existing records
<i>Level of assessment completed</i>	Desktop study Level of confidence attributed to the result of the assessment - high
<i>Where can the full results of the assessment be accessed and viewed</i>	This table contains all the relevant information
<i>Overall Conclusions</i>	It has been concluded that, provided the mitigation measures detailed in the M20 Cork – Limerick Motorway Scheme EIS (Section 6.5 Mitigation), are fully implemented, there will be no significant negative effects on Tory Hill cSAC (Site Code 000439), and therefore no adverse effect on the integrity of the Natura 2000 site or on its conservation objectives as a result of the proposed road development.
Ballyhoura Mountains cSAC – site code 002036	
<i>Location of Natura 2000 site relative to the proposed road development</i>	4.4km east
<i>Is the project directly connected with or necessary to the management of the site?</i>	No
<i>Are there other projects that together with the project could affect the site?</i>	No
<i>Describe how the project is</i>	No direct impact on the cSAC.

<i>likely to affect the Natura 2000 site.</i>	No indirect impacts likely due to the distance between the proposed road development and the cSAC and fact that the designated area is upstream of the crossing point of the watercourses that drains the site.
<i>Explain why these effects are not considered significant</i>	Because there will be no measurable impact of the proposed road development on the qualifying interests of the cSAC or on its conservation objectives.
<i>List of agencies consulted.</i>	<ul style="list-style-type: none"> National Parks and Wildlife Service
<i>Response to consultation.</i>	Ongoing consultation process with the National Parks and Wildlife Service (NPWS) from the Constraints phase for the proposed road development through to the EIS. Including meetings with Dr Jervis Good, Divisional Ecologist (Southern Division) with the NPWS on the 29 th September 2008 and the 31 st March 2009.
<i>Who carried out the assessment?</i>	Natura Environmental Consultants
<i>Sources of data</i>	Natura 2000 site synopsis and existing records
<i>Level of assessment completed</i>	Desktop study Level of confidence attributed to the result of the assessment - high
<i>Where can the full results of the assessment be accessed and viewed</i>	This table contains all the relevant information
<i>Overall Conclusions</i>	It has been concluded that, provided the mitigation measures detailed in the M20 Cork – Limerick Motorway Scheme EIS (Section 6.5 Mitigation), are fully implemented, there will be no significant negative effects on the Ballyhoura Mountains cSAC (Site Code 002036), and therefore no adverse effect on the integrity of the Natura 2000 site or on its conservation objectives as a result of the proposed road development.
Kilcolman Bog SPA – site code 004095	
<i>Location of Natura 2000 site relative to the proposed road development</i>	1.8km north-east
<i>Is the project directly connected with or necessary to the management of the site?</i>	No
<i>Are there other projects that together with the project could affect the site?</i>	No
<i>Describe how the project is likely to affect the Natura 2000 site.</i>	No direct impact on the cSAC. No indirect impacts on the bird species present likely due to the distance between the proposed road development and the cSAC. No indirect impacts on the hydrology of the SPA; as the proposed road development is isolated from the site hydrologically due to the presence of an aquatard.
<i>Explain why these effects are not considered significant</i>	Because there will be no measurable impact of the proposed road development on the qualifying interests of the SPA or on its conservation objectives.
<i>List of agencies consulted.</i>	<ul style="list-style-type: none"> National Parks and Wildlife Service
<i>Response to consultation.</i>	Ongoing consultation process with the National Parks and Wildlife Service (NPWS) from the Constraints phase for the proposed road development through to the EIS. Including meetings with Dr Jervis Good, Divisional Ecologist (Southern Division) with the NPWS on the 29 th September 2008 and the 31 st March 2009.
<i>Who carried out the assessment?</i>	Natura Environmental Consultants
<i>Sources of data</i>	Natura 2000 site synopsis and existing records
<i>Level of assessment completed</i>	Desktop study Level of confidence attributed to the result of the assessment - high
<i>Where can the full results of the assessment be accessed and viewed</i>	This table contains all the relevant information
<i>Overall Conclusions</i>	It has been concluded that, provided the mitigation measures detailed in the M20 Cork – Limerick Motorway Scheme EIS (Section 6.5 Mitigation), are fully implemented, there will be no significant negative effects on Kilcolman Bog SPA (Site Code 004095), and therefore no adverse effect on the integrity of the Natura 2000 site or on its conservation objectives as a result of the proposed road development.
Cork Harbour SPA – site code 004030	
<i>Location of Natura 2000 site relative to the proposed road development</i>	>15km downstream
<i>Is the project directly connected with or necessary to the management of the site?</i>	No
<i>Are there other projects that</i>	Cork North Ring Road which intersects with the proposed road development at Blarney.

<i>together with the project could affect the site?</i>	
<i>Describe how the project is likely to affect the Natura 2000 site.</i>	No direct impact on the SPA. No indirect impacts likely due to the distance between the proposed road development and the SPA.
<i>Explain why these effects are not considered significant</i>	Because there will be no measurable impact of the proposed road development on the qualifying interests of the SPA or on its conservation objectives.
<i>List of agencies consulted.</i>	<ul style="list-style-type: none"> National Parks and Wildlife Service
<i>Response to consultation.</i>	Ongoing consultation process with the National Parks and Wildlife Service (NPWS) from the Constraints phase for the proposed road development through to the EIS. Including meetings with Dr Jervis Good, Divisional Ecologist (Southern Division) with the NPWS on the 29 th September 2008 and the 31 st March 2009.
<i>Who carried out the assessment?</i>	Natura Environmental Consultants
<i>Sources of data</i>	Natura 2000 site synopsis and existing records
<i>Level of assessment completed</i>	Desktop study Level of confidence attributed to the result of the assessment - high
<i>Where can the full results of the assessment be accessed and viewed</i>	This table contains all the relevant information
<i>Overall Conclusions</i>	It has been concluded that, provided the mitigation measures detailed in the M20 Cork – Limerick Motorway Scheme EIS (Section 6.5 Mitigation), are fully implemented, there will be no significant negative effects on Cork Harbour SPA (Site Code 004030), and therefore no adverse effect on the integrity of the Natura 2000 site or on its conservation objectives as a result of the proposed road development.
Great Island Channel cSAC – site code 001058	
<i>Location of Natura 2000 site relative to the proposed road development</i>	>15km downstream
<i>Is the project directly connected with or necessary to the management of the site?</i>	No
<i>Are there other projects that together with the project could affect the site?</i>	Cork North Ring Road which intersects with the proposed road development at Blarney.
<i>Describe how the project is likely to affect the Natura 2000 site.</i>	No direct impact on the cSAC. No indirect impacts likely due to the distance downstream between the proposed road development and the cSAC.
<i>Explain why these effects are not considered significant</i>	Because there will be no measurable impact of the proposed road development on the qualifying interests of the cSAC or on its conservation objectives.
<i>List of agencies consulted.</i>	<ul style="list-style-type: none"> National Parks and Wildlife Service
<i>Response to consultation.</i>	Ongoing consultation process with the National Parks and Wildlife Service (NPWS) from the Constraints phase for the proposed road development through to the EIS. Including meetings with Dr Jervis Good, Divisional Ecologist (Southern Division) with the NPWS on the 29 th September 2008 and the 31 st March 2009.
<i>Who carried out the assessment?</i>	Natura Environmental Consultants
<i>Sources of data</i>	Natura 2000 site synopsis and existing records
<i>Level of assessment completed</i>	Desktop study Level of confidence attributed to the result of the assessment - high
<i>Where can the full results of the assessment be accessed and viewed</i>	This table contains all the relevant information
<i>Overall Conclusions</i>	It has been concluded that, provided the mitigation measures detailed in the M20 Cork – Limerick Motorway Scheme EIS (Section 6.5 Mitigation), are fully implemented, there will be no significant negative effects on Great Island Channel cSAC (Site Code 001058), and therefore no adverse effect on the integrity of the Natura 2000 site or on its conservation objectives as a result of the proposed road development.
Carrigeenamronty Hill cSAC – site code 002037	
<i>Location of Natura 2000 site relative to the proposed road development</i>	14.5km east
<i>Is the project directly connected with or necessary to the management of the site?</i>	No
<i>Are there other projects that</i>	No

<i>together with the project could affect the site?</i>	
<i>Describe how the project is likely to affect the Natura 2000 site.</i>	No direct impact on the cSAC. No indirect impacts likely due to the distance between the proposed road development and the cSAC.
<i>Explain why these effects are not considered significant</i>	Because there will be no measurable impact of the proposed road development on the qualifying interests of the cSAC or on its conservation objectives.
<i>List of agencies consulted.</i>	<ul style="list-style-type: none"> National Parks and Wildlife Service
<i>Response to consultation.</i>	Ongoing consultation process with the National Parks and Wildlife Service (NPWS) from the Constraints phase for the proposed road development through to the EIS. Including meetings with Dr Jervis Good, Divisional Ecologist (Southern Division) with the NPWS on the 29 th September 2008 and the 31 st March 2009.
<i>Who carried out the assessment?</i>	Natura Environmental Consultants
<i>Sources of data</i>	Natura 2000 site synopsis and existing records
<i>Level of assessment completed</i>	Desktop study Level of confidence attributed to the result of the assessment - high
<i>Where can the full results of the assessment be accessed and viewed</i>	This table contains all the relevant information
<i>Overall Conclusions</i>	It has been concluded that, provided the mitigation measures detailed in the M20 Cork – Limerick Motorway Scheme EIS (Section 6.5 Mitigation), are fully implemented, there will be no significant negative effects on Carrigeenamronty Hill cSAC (Site Code 002037), and therefore no adverse effect on the integrity of the Natura 2000 site or on its conservation objectives as a result of the proposed road development.
Glen Bog cSAC – site code 001430	
<i>Location of Natura 2000 site relative to the proposed road development</i>	13km east (>15km upstream)
<i>Is the project directly connected with or necessary to the management of the site?</i>	No
<i>Are there other projects that together with the project could affect the site?</i>	No
<i>Describe how the project is likely to affect the Natura 2000 site.</i>	No direct impact on the cSAC. No indirect impacts likely due to the distance between the proposed road development and the cSAC.
<i>Explain why these effects are not considered significant</i>	Because there will be no measurable impact of the proposed road development on the qualifying interests of the cSAC or on its conservation objectives.
<i>List of agencies consulted.</i>	<ul style="list-style-type: none"> National Parks and Wildlife Service
<i>Response to consultation.</i>	Ongoing consultation process with the National Parks and Wildlife Service (NPWS) from the Constraints phase for the proposed road development through to the EIS. Including meetings with Dr Jervis Good, Divisional Ecologist (Southern Division) with the NPWS on the 29 th September 2008 and the 31 st March 2009.
<i>Who carried out the assessment?</i>	Natura Environmental Consultants
<i>Sources of data</i>	Natura 2000 site synopsis and existing records
<i>Level of assessment completed</i>	Desktop study Level of confidence attributed to the result of the assessment - high
<i>Where can the full results of the assessment be accessed and viewed</i>	This table contains all the relevant information
<i>Overall Conclusions</i>	It has been concluded that, provided the mitigation measures detailed in the M20 Cork – Limerick Motorway Scheme EIS (Section 6.5 Mitigation), are fully implemented, there will be no significant negative effects on Glen Bog cSAC (Site Code 001430), and therefore no adverse effect on the integrity of the Natura 2000 site or on its conservation objectives as a result of the proposed road development.