

**Safe Routes to School – Pope John
Paul II National School, Malahide,
Co. Dublin**

EIA SCREENING REPORT

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Client:

SYSTRA Ireland

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1 Introduction

Fingal County Council proposes to promote increased walking and cycling to school under the ‘Safe Routes to School’ programme at Pope John Paul II National School (NS) at Inbhir Íde, Yellow Walls, Malahide, Co. Dublin.

1.1 Statement of Purpose

Brady Shipman Martin (BSM) was appointed by SYSTRA Ireland on behalf of Fingal County Council (FCC) to prepare a report to assist FCC, as the Competent Authority, in undertaking a screening exercise for Environmental Impact Assessment (EIA).

The screening has been carried out in accordance with the Roads Act 1993 (as amended) and the Planning and Development Regulations 2001 (as amended).

1.2 Qualifications

This EIA Screening Report has been prepared by Namrata Kaile, Ecologist and Environmental Consultant with Brady Shipman Martin. She holds a Bachelor’s Degree (BSc) in Life Sciences from University of Delhi and a Master’s Degree (MSc) with distinction in Environmental Sciences from Trinity College Dublin. She is an associate member of Chartered Institute of Ecology and Environmental Management (ACIEEM) and has been working professionally in the field of environmental consultancy for the last four years. Namrata is experienced in drafting and reviewing EIA Screening Reports, AA Screening Reports as well as in coordination of EIARs.

A technical review of this document has been completed by Thomas Burns B.Agr.Sc. (Landscape); Dip. EIA Management; Ad. Dip. Planning and Environmental Law; MILI, MIELA, and Partner with Brady Shipman Martin. He is a member of the Irish Landscape Institute and the IELA. Thomas has over 30 years of experience in EIA.

2 Background and Methodology

2.1 Legislation

The key legislative provisions of relevance to the EIA screening exercise are as follows:

- Directive 2014/52/EU amending Directive 2011/92/EU on the assessment of the effects of certain public and private projects on the environment (hereinafter the 'EIA Directive');
- Roads Act 1993 to 2021 (hereinafter the 'Roads Act 1993');
- Road Traffic Act 1961;
- Road Traffic Act 1994;
- Roads Regulations 1994 (S.I. No. 119/1994) and Roads (Amendment) Regulations 2019 (S.I. No. 486/2019) (hereinafter the 'Roads Regulations 1994');
- European Union (Roads Act 1993) (Environmental Impact Assessment) (Amendment) Regulations 2019 (S.I. No. 279 of 2019);
- Planning and Development Act 2000-2023 (hereinafter the 'PDA 2000'); and
- Planning and Development Regulations 2001-2023, (hereinafter the 'PDR 2001').

2.2 Guidelines

In the preparation of this document, regard has been had to the following guidance documents:

- National Transport Authority (NTA) (2023). *Guidance for EIA and AA Screening of Active Travel Projects Funded by the NTA*;
- Department of Housing, Planning and Local Government (DoHPLG) (2018). *Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment*;
- Environmental Protection Agency (EPA) (2022). *Guidelines on the Information to be Contained in Environmental Impact Assessment Reports*;
- European Commission (2017). *Environmental Impact Assessment of Projects – Guidance on Screening*;
- Office of the Planning Regulator (OPR) (2021). *OPR Practice Note PN02: Environmental Impact Assessment Screening*; and
- Transport Infrastructure Ireland (TII) (2008). *Environmental Impact Assessment of National Road Schemes - A Practical Guide*.

2.3 Legislative Context

The EIA Directive entered into force in 1985 (Directive 85/337/EEC). It aims to ensure a high level of protection for the environment and human health, through the establishment of minimum requirements for environmental impact assessment (EIA) for the purposes of development consent for public and private developments that are likely to have significant effects on the environment. The EIA Directive was amended in 1997, 2003 and 2009 and subsequently codified by Directive 2011/92/EU. This codified directive was subsequently amended in 2014 by Directive 2014/52/EU.

Article 4(1) and Annex I of the EIA Directive lists projects for which an EIA is mandatory, whereas Article 4(2) and Annex II lists project types for which EIA may be required. For Annex II projects, Member States may set national thresholds and/or examine such projects on a case-by-case basis. Criteria to determine whether projects listed in Annex II should be subject to an EIA are set out in Article 4(3) and

Annex III of the directive and include the characteristics of projects, the location of projects, and the type and characteristics of the potential impact.

The EIA Directive is transposed into Irish legislation through the Planning and Development Act 2000-2023 and the Planning and Development Regulations 2001-2023. Part 1 of Schedule 5 of the PDR 2001 lists the classes of development for which EIA is a mandatory requirement. Part 2 of Schedule 5 sets out specific thresholds for classes of development, at or above which, EIA is also a mandatory requirement. 'Sub-threshold development' refers to developments of a class listed in Part 2 of Schedule 5, which do not meet or exceed the stated threshold, and these developments are subject to screening for the requirement for 'sub-threshold EIA'.

Schedule 7 of the PDR 2001 sets out the criteria that must be considered in determining whether a sub-threshold project should be subject to EIA. Schedule 7A lists the information that the applicant must submit to the competent authority for the purposes of an EIA screening determination, i.e. the information that must be contained in the EIA Screening Report. This is a step-by-step process known as 'screening for EIA' (refer to **Figure 2.1**).

Furthermore, the requirements for EIA for road projects are set out in Part IV (sections 50 and 51) of the Roads Act, 1993 (as amended), and Part V of the Roads Regulations, 1994 (as amended) (S.I. No. 119 of 1994). Section 50 of the Act specifies the types of road projects that automatically require EIA and sets out criteria for determining whether or not other road projects should be subject to EIA.

The objective of screening for EIA is to ascertain whether there is a real likelihood that a project's effects on the environment would be significant and, therefore, whether full EIA (and the preparation of an Environmental Impact Assessment Report (EIAR)) is required.

2.4 Approach to EIA Screening Process

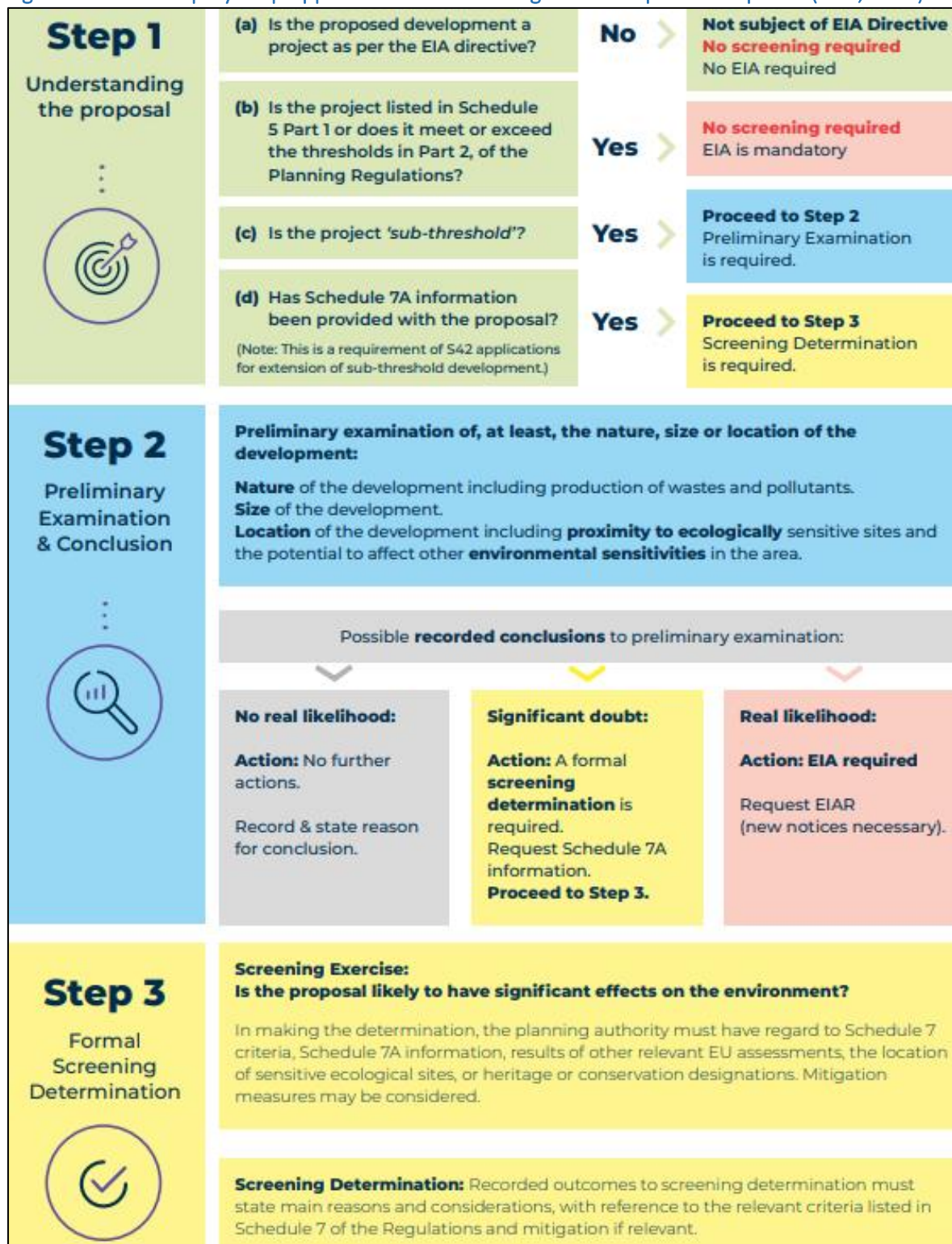
EIA Screening follows a three-step process (DoHPLG, 2018; OPR, 2021) – refer to **Figure 2.1**:

- Step 1: Understanding the proposal / proposed development/ scheme;
- Step 2: Preliminary examination and conclusion; and
- Step 3: Screening determination (by competent authority).

In order to assist the competent authority (Fingal County Council) to carry out the screening for EIA, this report provides the following information:

- A description of the Project for concluding, with reference to Section 50 of the Roads Act 1993 (as amended) and Part V of the Road Regulations (as amended), if the 'road development' is of a type where the requirement for EIA is mandatory;
- A description of the Project for concluding, with reference to Part 1 and Part 2 of Schedule 5 of PDR 2001, if the proposal is a 'project', and if it is:
 - of a type where the requirement for EIA is mandatory, or
 - of a type and scale that meets or exceeds a stated threshold at or above which the requirement for EIA is mandatory;
- Consideration for the requirement for the proposal / proposed development to be subject to sub-threshold EIA, including the provision of information required and as set out in Schedule 7A of PDR 2001.

Figure 2.1 Step-by-Step Approach to EIA Screening for Development Proposals (OPR, 2021)



3 Understanding the Proposal / Proposed Scheme

3.1 Description of the Proposed Works

The 'Safe Routes to School' programme was developed in partnership with the National Transport Authority (NTA) and An Taisce's Green-Schools programme in 2020 to support schools in increasing walking and cycling to school. The works aim to enhance access routes to school by improving walking and cycling infrastructure in the vicinity. Pope John Paul II National School was selected by An Taisce from the list of schools that was issued to Fingal County Council (FCC) to form part of the County's Safe Routes to School (SRTS) Programme. The SRTS Programme acknowledges the ongoing need to facilitate improved active travel routes and infrastructure, mitigate existing road safety concerns at school, improve air quality around schools and facilitate modal shift towards active travel.

The works proposed as part of the proposed scheme include:

- Caves Strand / Sea Road:
 - Provide 4 uncontrolled crossings at Inbhir Íde / Caves Strand junction.
 - Build out footpath extension on Sea Road and Inbhir Íde.
 - Formalise raised crossing point to a Zebra crossing i.e. provide zig-zag markings, red tactile paving and belisha beacons.
 - Remove kissing gate at the start of the path on the west side of Caves Strand.
- Inbhir Íde (Sheet 1)
 - Road running in front of houses 109-101 – Road narrowing by building out footpath (2m) for first section, provide a ramp and at grade path separated of the carriageway by line markings and bollards.
 - Inbhir Íde Junction: junction tightening and provide uncontrolled crossing (buff tactile paving and dropped kerbs).
 - Road running in front of houses 84-82 - Road narrowing by building out footpath (2m) for first section, provide a ramp and at grade path separated of the carriageway by line markings and bollards.
- Inbhir Íde Drive - Front of School Works
 - Junction tightening and ramp to provide pedestrian priority at Inbhir Íde / Inbhir Íde Drive Junction. Pencil bollards at junction to prevent parking.
 - Coloured surface (buff) along entire School Zone/School Street area.
 - Western end to become a 'School Street' with no left turn from Inbhir Íde into Inbhir Íde Drive except residents during school pick up/drop off times – removable bollards to be provided.
 - Build a short ramp to enable cycling access to Inbhir Íde Drive.
 - Relocate disabled parking bays to the east side of the junction, closest to the school entrance, where the school bus bay currently is.
 - Shift school bus bay east along the same side of Inbhir Íde Drive. This will also prevent on-street parking on the north side of the road for most of the length.
 - Widen footway on east side of Caves Strand and north side of Inbhir Íde Drive.
 - Speed ramp to mark school zone.
 - Junction tightening and ramp at Inbhir Íde Close and Sonesta junctions.
- Other works

- Provision of uncontrolled crossings at 3no. locations.
- Provision of junction tightening, raised table and uncontrolled crossing at Ard Na Mara.
- New road signs (no left turn) at Sonesta entrance.

For further details refer to the accompanying planning drawings prepared by SYSTRA (2023) and submitted as part of the application.

Furthermore, as part of the proposed works some minor surface water drainage works will be undertaken, this includes relocation and/or provision of new gullies and modifications to existing covers to align with the new path or road level. Refer to Drawing SYS_FCC_S4_DD_500_01 to 02 (prepared by SYSTRA) submitted as part of the application.

3.2 Requirement for EIA or for Screening for ‘Sub-threshold EIA’

The proposed safe route to school scheme includes works on Inbhir Íde Drive, Inbhir Íde, Sea Road, Caves Strand, Yellow Walls and Sonesta road in the vicinity of the Pope John Paul II National Catholic School, Malahide, Co. Dublin. The Broadmeadow / Malahide Estuary is to the north, north-west and east of the school under consideration. Refer to **Figure 4.1**.

This stage establishes whether, with reference to Part 1 and Part 2 of Schedule 5 of PDR 2001 and Section 50 of the Roads Act 1993 (as amended), the proposal / proposed scheme, is a ‘project’ within the meaning of the EIA Directive and if it is of a type where the requirement for EIA is mandatory or of a type and scale that meets or exceeds a stated threshold at or above which the requirement for EIA is also mandatory.

Classes of development listed in Part 1 of Schedule 5 of the PDR 2001 relate to major industrial and infrastructural projects (e.g. power stations, refineries, metal works, major pipelines and powerlines, and mines). The proposed scheme does not conform to any of the classes of development and therefore is not a ‘project’ as set out in Part 1 of Schedule 5 of PDR 2001. Therefore, there is no requirement for mandatory EIA under this provision.

With reference to Part 2 of Schedule 5 of the PDR 2001 and Section 50 of the Roads Act 1993, the proposal can be considered a ‘project’ within a class / type of development/ scheme as set out in **Table 3.1**.

Table 3.1 Applicable Classes of Development for the purposes of Screening for the requirement for EIA

Road Projects where an EIA is Mandatory	Proposed Scheme	Pre-screening Assessment
Roads Act 1993		
S. 50(1)(a) of the Roads Act 1993: A road development that is proposed that comprises any of the following shall be subject to an environmental impact assessment:	The proposed scheme includes provision of uncontrolled crossings, footpath extension, resurfacing of existing footpaths, road markings, junction tightening, provision of bollards, provision of speed ramps, relocation and/or provision of new gullies and modifications to existing covers	The proposed scheme is not of a type listed in sub-sections (i), (ii) or (iii) and there is no requirement for an EIA or for consideration of the requirement for a ‘sub-threshold’ EIA under these provisions.
(i) <i>the construction of a motorway;</i>		
(ii) <i>the construction of a busway;</i>		
(iii) <i>the construction of a service area;</i>		

Road Projects where an EIA is Mandatory	Proposed Scheme	Pre-screening Assessment
<p>(iv) any prescribed type of road development consisting of the construction of a proposed public road or the improvement of an existing public road .</p>	<p>to align with the new path or road level.</p>	<p>The extent and scale of works proposed does not meet the scale or type of prescribed road development and there is no requirement for an EIA under this provision.</p> <p>However, for the avoidance of any doubt, the scheme will be screened for the requirement for 'sub-threshold EIA'.</p>
<p>S. 50(1)(b) of the Roads Act 1993:</p> <p><i>If An Bord Pleanála considers that any road development proposed (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 direct that the development be subject to an environmental impact assessment.</i></p>		<p>The extent and scale of works proposed are small in context of the urban location and therefore EIA is not a mandatory requirement. However, for the avoidance of any doubt, the scheme will be screened for the requirement for 'sub-threshold EIA'.</p>
<p>S. 50(1)(c) of the Roads Act 1993:</p> <p><i>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.</i></p>		<p>It is considered unlikely to have significant effects on the environment, within the meaning of the EIA Directive.</p>
<p>S. 50(1)(d) of the Roads Act 1993:</p> <p><i>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></p> <p><i>(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),</i></p> <p><i>(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),</i></p> <p><i>(iii) land designated as a refuge for fauna or flora under section 17 of the Wildlife Act 1976 (No. 39 of 1976), or</i></p>	<p>The proposed scheme is located adjacent to 2no. Natura 2000 sites- Malahide Estuary SAC and Malahide Estuary SPA and also Malahide Estuary pNHA.</p> <p>The potential for effects on the SAC and SPA, which are both European (Natura 2000) sites, is considered in detail in the separate Appropriate Assessment (AA) screening report. That report finds that the scheme will not have a significant effect on any European sites.</p>	<p>The extent and scale of works proposed are small in context of the urban location (total scheme area is 0.756 Ha) and therefore EIA is not a mandatory requirement. However, for the avoidance of any doubt, the scheme will be screened for the requirement for 'sub-threshold EIA'.</p>

Road Projects where an EIA is Mandatory	Proposed Scheme	Pre-screening Assessment
<p>(iv) land designated a natural heritage area under section 18 of the Wildlife (Amendment) Act 2000,</p> <p>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.</p>		
Roads Regulations, 1994 (as amended)		
<p>Article 8 of the Roads Regulations, 1994 (Part V Environmental Impact Assessment) states:</p> <p><i>The prescribed types of proposed road development for the purpose of subsection (1)(a)(iii) of section 50 of the Act shall be—</i></p> <p>(a) <i>the construction of a new road of four or more lanes, or the realignment or widening of an existing road so as to provide four or more lanes, where such new, realigned or widened road would be eight kilometres or more in length in a rural area, or 500 metres or more in length in an urban area;</i></p> <p>(b) <i>the construction of a new bridge or tunnel which would be 100 metres or more in length.</i></p>	<p>The proposed scheme includes provision of uncontrolled crossings, footpath extension, resurfacing of existing footpaths, road markings, junction tightening, provision of bollards, provision of speed ramps, relocation and/or provision of new gullies and modifications to existing covers to align with the new path or road level.</p>	<p>The proposed scheme is not of a type listed in this provision. Therefore, EIA is not a mandatory requirement and also the scheme is not considered to be a 'sub-threshold' development.</p>
PDR 2001		
<p>Schedule 5, Part 2, paragraph 10(b)(iv):</p> <p><i>"Urban development which would involve an area greater than 2 hectares in the case of a business district, 10 hectares in the case of other parts of a built-up area and 20 hectares elsewhere."</i></p> <p><i>"(In this paragraph, "business district" means a district within a city or town in which the predominant land use is retail or commercial use.)"</i></p>	<p>0.756 Ha located within other parts of a built up area</p>	<p>The proposed scheme does not meet or exceed the stated threshold. Therefore, EIA is not a mandatory requirement.</p> <p>The proposed scheme is of a class / type listed in this provision but is significantly below the stated threshold. The proposal should be screened for the requirement for 'sub-threshold EIA'.</p>

The proposed scheme is not considered to have a mandatory requirement for an EIA as it does not satisfy the criteria described in **Table 3.1** above.

The pre-screening assessment has identified that the proposed scheme should be screened for the requirement for a 'sub-threshold EIA' on the basis of considering significant effects on the environment under Section 50(1)(b) and 50(1)(c) of the Roads Act, as well as being a type of development not meeting the stated thresholds under class 10(b)(iv) of Part 2 of Schedule 5 of the Planning and Development Regulations.

Notwithstanding the requirement for screening for the requirement for EIA, it is noted that the scale of proposed works, which are primarily to promote increased walking and cycling to school under the 'Safe Routes to School' programme, are minor in an urban context and are well below the thresholds at or

above which an EIA would be a mandatory requirement. The total works area is c. 0.756 Ha located in a built up area, which is c. 7.5% of the stated threshold area for urban development noted in class 10(b)(iv) in Part 2 of Schedule 5. The proposed works are significantly below the stated thresholds at which an EIA would be a mandatory requirement and hence the overall works are considered to be of a small scale.

Schedule 7A of the Planning and Development Regulations 2001-2023 sets out the information to be provided for the purposes of Screening Sub-threshold Development for Environmental Impact Assessment. In addition Schedule 7 of the Regulations specifies the criteria for determining whether or not a 'sub-threshold development' is required to be subject to EIA. The following sections of this report provides a review of the project information to be provided for screening for an EIA and the criteria prescribed for determining whether or not a sub-threshold development is required to be subject to an EIA.

4 Preliminary Examination / Screening for requirement for Sub-threshold EIA

4.1 Preliminary Examination: Screening for 'Sub-threshold EIA'

This stage considers whether the proposal / proposed scheme should, or should not be, subject to the requirement for 'sub-threshold EIA' and the preparation of an EIAR.

It provides the information required of the applicant, as set out in Schedule 7A of PDR 2001, to allow the Competent Authority to carry out a preliminary examination of, at least, the nature, size or location of the development, (including proximity to ecologically sensitive sites and the potential to affect other environmental sensitivities in the area) and to make a determination as to whether there is a real likelihood of significant effects on the environment, as specified in Schedule 7A of the PDR 2001, and with reference to the criteria in Schedule 7 of the PDR 2001.

Schedule 7A of the PDR 2001 requires the applicant to provide:

- "1. A description of the proposed development, including in particular—
 - (a) a description of the physical characteristics of the whole proposed development and, where relevant, of demolition works, and*
 - (b) a description of the location of the proposed development, with particular regard to the environmental sensitivity of geographical areas likely to be affected.**
- 2. A description of the aspects of the environment likely to be significantly affected by the proposed development.*
- 3. A description of any likely significant effects, to the extent of the information available on such effects, of the proposed development on the environment resulting from—
 - (a) the expected residues and emissions and the production of waste, where relevant, and*
 - (b) the use of natural resources, in particular soil, land, water and biodiversity.**
- 4. The compilation of the information at paragraphs 1 to 3 shall take into account, where relevant, the criteria set out in Schedule 7."*

This information is provided in the following sections.

4.2 Description of the Proposed Scheme

An overview of the description of the proposed scheme is provided at **Section 3.1** of this report. Refer to the accompanying planning drawings prepared by SYSTRA (2023) and submitted as part of the application.

Further detail on the proposal / proposed scheme is provided in the following sections.

4.2.1 Background

The proposed safe route to school scheme includes works on Inbhir Íde Drive, Inbhir Íde, Sea Road, Caves Strand, Yellow Walls and Sonesta road in the vicinity of the Pope John Paul II National Catholic School, Malahide, Co. Dublin. The Broadmeadow / Malahide Estuary is to the north, north-west and east of the school under consideration. Refer to **Figure 4.1**.

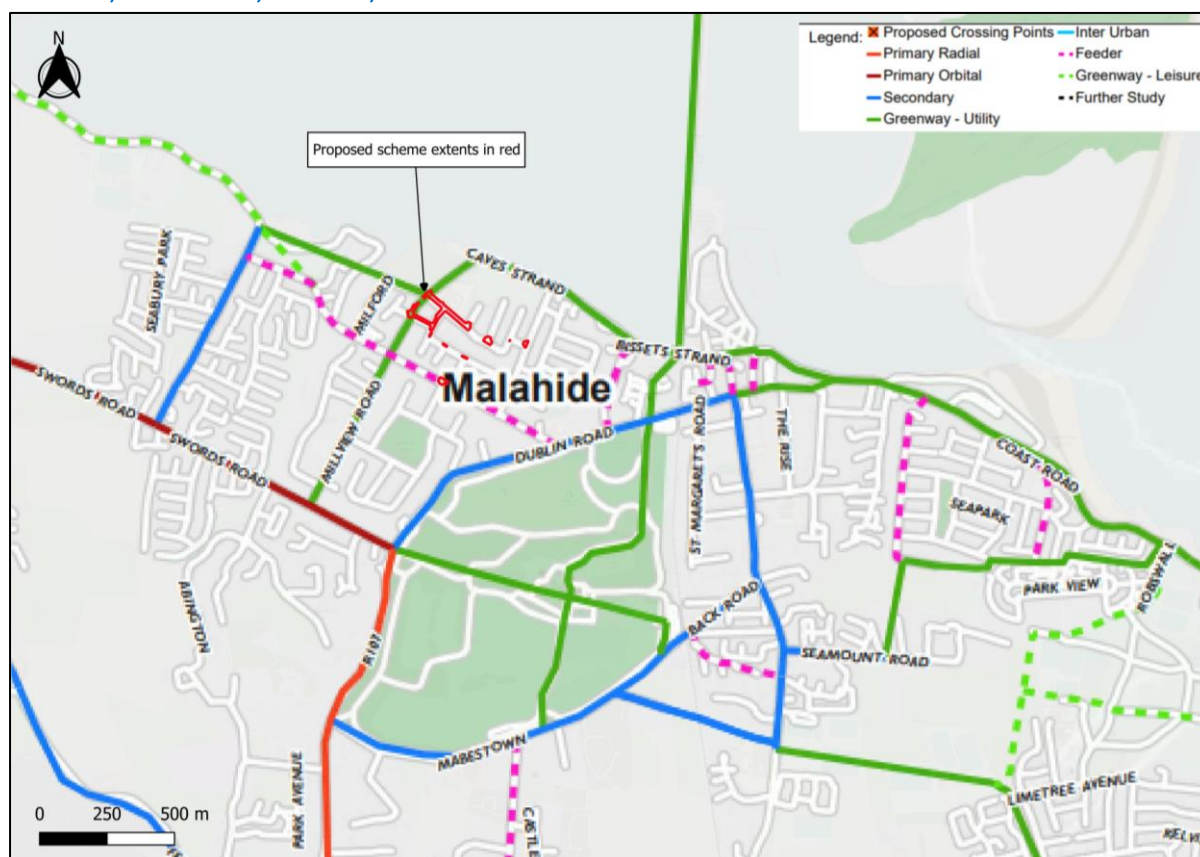
The aim of the proposed scheme is to maximise the provision of high-quality dedicated cycling and walking facilities and to improve measures giving priority to cyclists and pedestrians, encouraging uptake in cycling both for commuting and as a leisure activity in the city and surrounding areas. The project aims to facilitate improved active travel routes and infrastructure, mitigate existing road safety concerns at school, improve air quality around schools and facilitate modal shift towards active travel.

The Caves Strand Road and Sea Road to the north-west and Yellow Walls Road to the south of the school is identified as a 'Greenway - Utility' route under the Greater Dublin Area Cycle Network Plan 2022-Swords, Malahide and Portmarnock. Refer to **Figure 4.2**.

Figure 4.1 The proposed extent of the 'safe route to school' works at Inbhir Íde Road, Malahide, Co. Dublin



Figure 4.2 Extract from Greater Dublin Area Cycle Network Plan (2022) showing extent of proposed scheme at Inbhir Íde, Yellow Walls, Malahide, Co. Dublin



4.2.2 Planning Context

As per the *Fingal Development Plan 2023-2029*, the school is zoned as 'CI – Community Infrastructure' and has objective to 'Provide for and protect civic, religious, community, education, health care and social infrastructure.' The land surrounding the school is zoned as 'RS – Residential', objective to 'Provide for residential development and protect and improve residential amenity'. The area to the north, north-west and north-east of the school is zoned as 'HA – High Amenity' and the objective is to 'Protect and enhance high amenity areas'.

Under the *Fingal Development Plan 2023-2029*, the section of Caves Strand Road and Sea Road and also Yellow Walls Road has specific objective under Greater Dublin Area (GDA) Cycle Network Plan. Refer to **Figure 4.2**.

The Plan further has specific policy and objective in relation to 'Safe Routes to School' and are as follows:

Policy CMP15 – Safe Routes to School

Promote walking and cycling for school trips through support and engagement with the 'Safe Routes to School' and the 'Green Schools Travel Programme'.

Objective CMO22 – Safe Routes to School Measures

Promote walking and cycling for school trips by implementing the following measures:

- Identifying school sites that are as close as possible to the communities they serve.

- Ensuring new schools are designed with an emphasis on active travel and facilitation of same.
- Ensuring that adequate and secure bicycle storage is provided within schools.
- Prioritising school routes for permeability projects including the potential for shorter and safer routes to schools by the removal of physical barriers to active movement and provision and enhancement of pedestrian and cycle ways.
- Supporting the use of a range of physical measures to provide improved safety for pedestrians and cyclists at and close to schools, including the implementation of the Safe Routes to School Programme
- Ensuring that suitable access points are provided to school sites for pedestrians and cyclists.

In this regard it is noted that the proposed scheme aligns with the objectives and policies of the *Fingal Development Plan 2023-2029* and *Greater Dublin Area Cycle Network Plan 2022*. Refer to **Figures 4.2 and 4.3**.

Figure 4.3 Extract from ‘Sheet 9 Malahide-Portmarnock’ Fingal Development Plan 2023-2029 (proposed scheme extents marked in blue)



4.2.3 Traffic Impact Assessment

4.2.3.1 Construction Phase

The construction works, will be short-term in nature. In total, the construction stage will last approximately 4 months.

The traffic generated on site, both as a result of construction activity and staff required on site, will vary during this time, depending on the construction stage and activity, though staff will generally be

encouraged to travel to Site by sustainable means. Access routes for construction vehicles will be via Sea Road / Inbhir Íde.

The roads surrounding the schools are defined as Category 1 in the FCC Priority Control Routes, and are subject to the following restrictions in working hours:

- No Roadworks from 06:30 to 10:00 and 16:00 to 19:30 in the road carriageway – Monday to Saturday – All Year.
- No Roadworks from 06:00 to 22:00 – Monday to Sunday – during December.

4.2.3.2 Operational Phase

The impact of the proposed project on the local road network during the operational phase will be minimum. It is expected that vehicular traffic will be reduced as a result of implementing traffic calming measures and improved pedestrian facilities.

4.2.4 Waste

The extents of the proposed scheme are of a small scale and do not give rise to any unusual construction or operational arrangements or features. Measures will be implemented during the construction phase to reduce the amount of waste produced, manage the waste generated to minimise the effect on the environment. On-site segregation of non-hazardous and hazardous waste material into appropriate categories will be undertaken. A Construction Environmental Management Plan (CEMP), which also addresses Resource and Waste Management, will be prepared and implemented by the Contractor during construction.

4.2.5 Construction Methodology

4.2.5.1 General

The Contractor will determine a suitable location for the site compound within the proposed development area, but away from any identified environmental sensitive receptors (watercourses, designated sites etc) to avoid potential impacts to the environment and the public. The final proposed site compound location will not be permitted within the Malahide Estuary SAC / SPA.

The construction of the scheme will be carried out in short segments on one side of the roadway at a time to allow for continued traffic flow and will progress along the roadways, as such individual work zones will be relatively small.

The works will commence with the clearance and off-site removal of redundant road signage, boundary treatment, road surface materials, and topsoil. The works will be undertaken using a combination of workers using hand tools, mechanical excavators, and dumper trucks.

4.2.6 Environmental Protection Measures

While no likely significant effects on the environment have been identified (refer to Sections 4.2.6, 4.3, and 4.4 of this report) the following best practice environmental protection measures will be adopted.

4.2.6.1 Construction Traffic Management Plan (CTMP)

- The contractor will prepare a Construction Traffic Management Plan (CTMP) to be agreed with Fingal County Council prior to commencement of construction. The CTMP will include

construction traffic management strategy and designate traffic routes during construction phase. All construction activity is to be limited to designated areas to ensure minimum impact on surrounding areas.

- The Contractor will be responsible for ensuring that there is no conflict between road users and the areas of works.
- Road and footpath cleaning will take place to ensure that there is no negative impact on road / footpath users.

4.2.6.2 Construction Environmental Management Plan (CEMP)

Prior to commencement, the contractor will prepare a Construction Environmental Management Plan (CEMP) to be agreed with Fingal County Council prior to commencement of construction. The CEMP will address the following aspects:

- General
 - Establishing channels of communication between the contractor, Local Authority and local residents.
 - Avoiding, reducing and / or remediating any environmental effects arising from construction activities.
- Noise
 - Noise during construction activities will be managed in accordance with BS 5228-1:2009: Code of practise for noise and vibration control on construction and open sites.
 - Limiting the hours during which site activities are likely to create high levels of noise are permitted.
 - Selection of plant with low inherent potential for generation of noise and/or vibration.
 - Erection of barriers, where necessary, around noisy processes and items such as generators.
 - Placing of noisy / vibratory plant as far away from sensitive receptors as permitted by site constraints.
 - The application of noise limits and hours of operation, along with implementation of appropriate noise and vibration control measures, will ensure that noise and vibration impact is kept to a minimum.
- Dust Minimisation
 - Public roads in the vicinity of the works shall be regularly inspected for cleanliness, and cleaned as necessary.
 - Areas with potential to give rise to fugitive dust will be regularly watered during dry and/or windy conditions and associated run-off will be directed to containment areas for treatment prior to discharge.
 - Vehicles delivering / removing material with dust potential will be enclosed or covered to ensure no potential for dust emissions.
 - Material handling and site stockpiling of materials shall be designed and laid out to minimise exposure to wind.
 - Dust minimisation will be reviewed at regular intervals during the construction phase to ensure the effectiveness of the procedures in place and the use of best practise and procedures.

- Surface Water Management
 - Surface water will be controlled through on-site management. Surface water will not be discharged directly from the site to any watercourse.
- Resource & Waste Management
 - Resources and waste shall be managed in accordance with the *EPA Best Practice Guidelines for the Preparation of Resource & Waste Management Plans for Construction & Demolition Projects (2021)*.
- Archaeology
 - Should archaeological material be identified in the course of the works, further mitigation, including monitoring and / or preservation by record (excavation) or in situ, may be recommended following discussion with the National Monuments Service and Fingal County Council.

4.3 Description of the Aspects of the Environment likely to be Significantly Affected

This section provides a description of the location of the proposed scheme, with particular regard to the environmental sensitivity of geographical areas likely to be affected. The compilation of the information in this section has had regard to the criteria set out in Schedule 7 of the PDR 2001.

A walkover survey was undertaken at the site by Brady Shipman Martin on 11 June 2023, with a view to identifying any environmental sensitivities or potential pathways to same.

The proposed scheme is located at Inbhir Íde in the vicinity of the Pope John Paul II National Catholic School, Malahide, Co. Dublin, refer to **Figure 4.1**. The proposed scheme includes works on the existing road network for provision of cycle and walking facilities. The proposed scheme is situated in a densely developed, residential area in Malahide in the townland of 'Yellow Walls'. The Broadmeadow / Malahide Estuary is immediately to the north, north-west and east of the school under consideration. The proposed scheme located in an urban residential area.

The proposed scheme is situated in the Local Electoral Areas (LEA) of 'Howth-Malahide' and the Electoral Division (ED) of 'Malahide West'. The CSO provides data on population and socio-economic aspects of the population at different levels from the State, county level, Local Electoral Area (LEA), individual Electoral Districts (ED) to Small Areas (SA) within each County. Most recent census was undertaken in April 2022. CSO published preliminary results for 'Census of Population 2022' on 23 June 2022 (updated September 2022) which have been superseded by the summary results published on 30 May 2023. A series of themed reports, Small Area Population Statistics (SAPS) and Place of Work, School, College - Census of Anonymised Records (POWSCAR) and their detailed statistical tables will be provided as per the schedule set by CSO for May 2023 to December 2023. This report uses the most up to date and detailed statistical data that is available at the time of writing this report. The 2022 Census Data published May 2023 onwards by CSO provides detailed results and reports.

The CSO data illustrates that the population of the Irish State increased between 2011 and 2016 by 3.8%, and further increased by 8.1% between 2016 and 2022, bringing the total population of the Irish State to c. 5.1 million in April 2022 (see **Table 4.1**, below), which is the highest population recorded in a census since 1841. In the period between 2016 and 2022, the population in the administrative area

of Fingal County Council (FCC) increased by 11.6% as compared to the previous increase of 8% between 2011 and 2016. The population statistics indicate that degrowth at the level of the ED between 2016 and 2022 was almost same as the growth between 2011 and 2016.

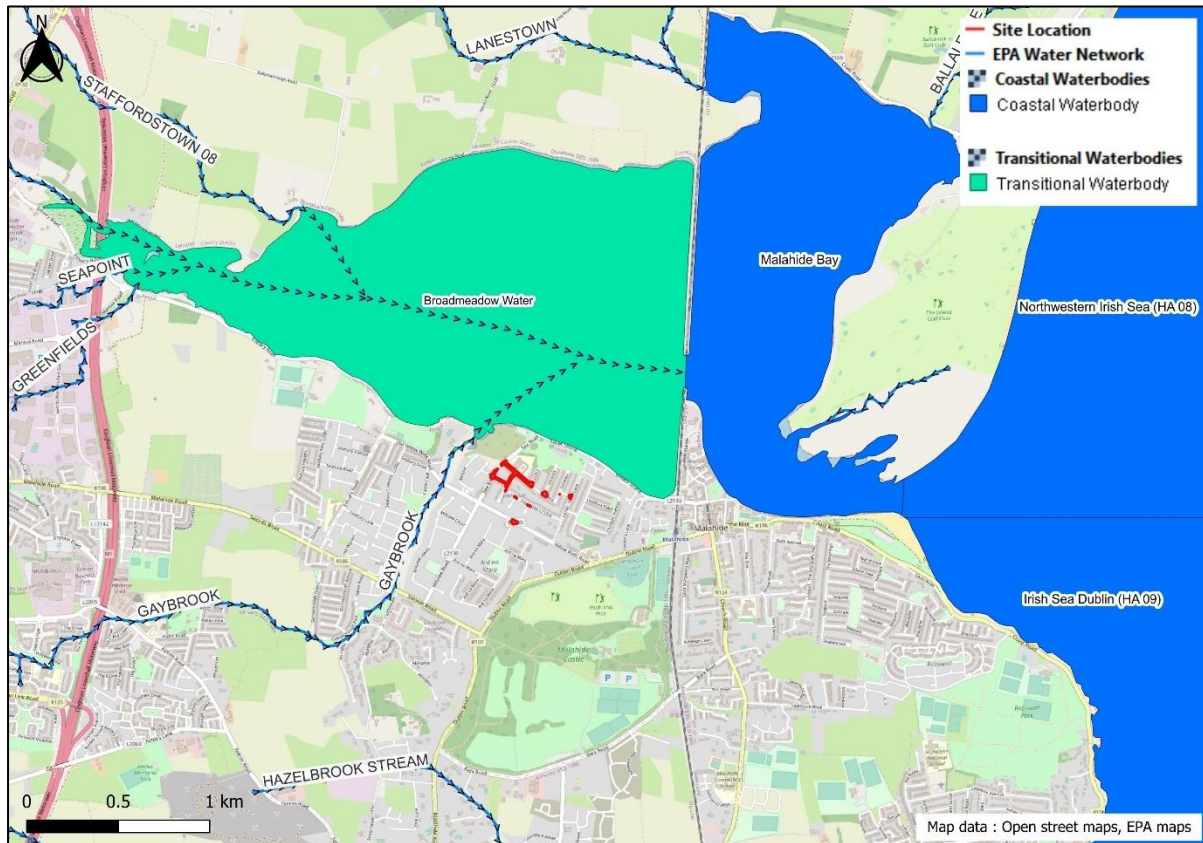
Table 4.1 Population change: State, LEA and ED level: 2011 – 2022 (CSO, 2012; 2017; 2022)

Area	Number of persons			
	2011	2016	2022	Change
Ireland (State)	4,588,252	4,757,976	5,149,139	+3.8% (2011-2016) +8.1% (2016-2022)
Fingal County Council Administrative Area	273,991	296,020	330,506	+8.0% (2011-2016) +11.6% (2016-2022)
Malahide West ED	6,273	6,149	6,025	-2.0% (2016-2022) -1.9% (2011-2016)

A review of the Environmental Protection Agency (EPA) web-tool indicates that Broadmeadow Estuary (IE_EA_060_0100) is c. 175m north of the school. The Gaybrook stream (IE_EA_08G080700) flows culverted underground the Old Yellow Walls Road (c. 250m north-west of the school) and discharges into the Broadmeadow Estuary. The transitional water of Broadmeadow Estuary flows into the coastal waters of Malahide Bay (IE_EA_060_0000) and then finally into the Northwestern Irish Sea (IE_EA_020_0000). Given the proximity of the site to the estuary there is a potential surface water link between the proposed works area and Malahide Estuary SAC/SPA via the transitional waters of Broadmeadow Estuary. Refer to **Figure 4.4**.

The site is located within the Liffey and Dublin Bay catchment (Catchment ID 09), Mayne_SC_010 sub catchment (Sub-catchment ID 09_17) and Gaybrook_010 river sub-basin.

Figure 4.4 EPA waterbodies in the proximity of the proposed scheme



As per the WFD 2016-2021 status, the transitional waters of Broadmeadow Estuary are classified as 'Moderate' and they are at 'Risk' of failing to meet their WFD objectives by 2027. There is significant pressure on the Broadmeadow Estuary due to domestic waste water and urban waste water. The Gaybrook_010 stream is classified as 'Poor' as per the WFD 2016-2021 status and their risk status is under 'Review'. Furthermore, the Malahide Bay and Northwestern Irish Sea coastal waters are classified as 'Moderate' and 'Good' respectively and both are at 'Risk' of failing to meet their WFD objectives by 2027 under WFD 2016-2021 status.

There are 16no. European sites located within the potential Zone of Influence (**Figure 4.5**):

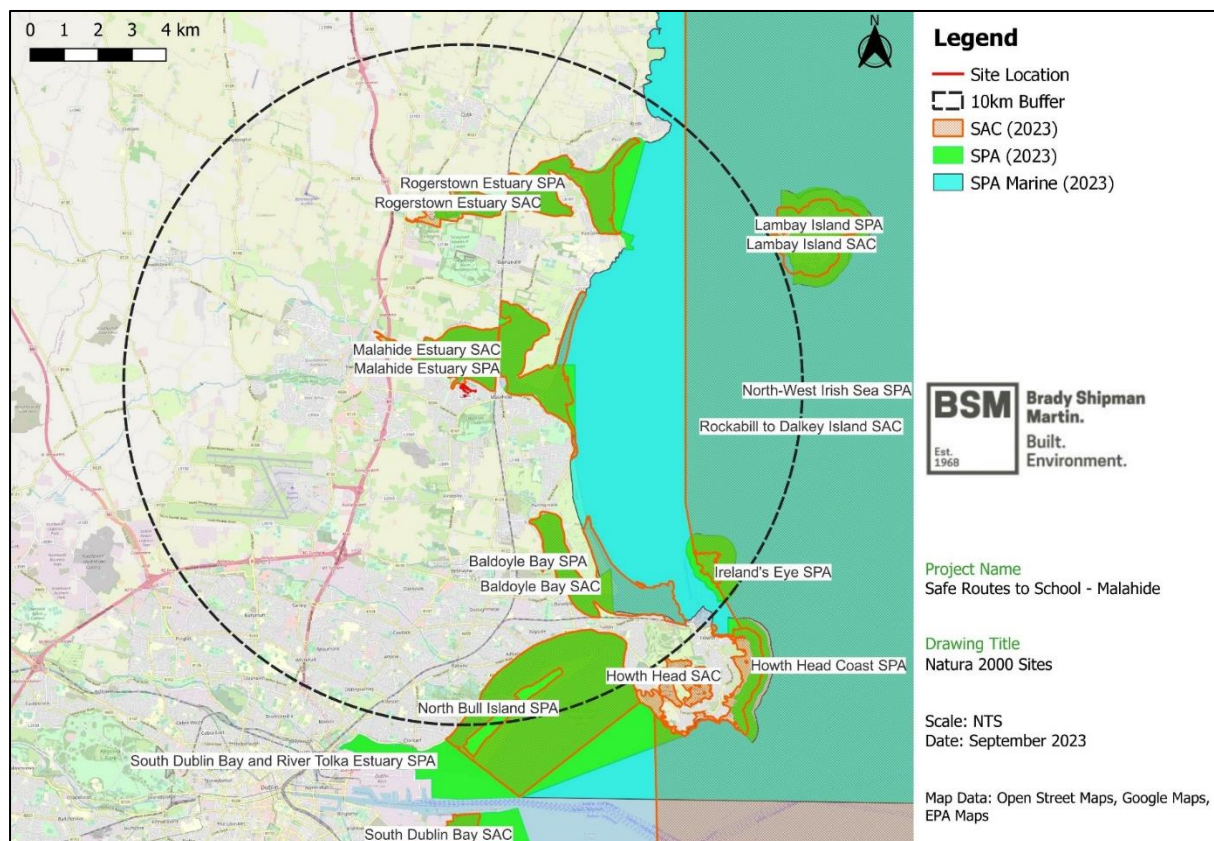
- Malahide Estuary SAC (site code 000205), adjacent to the north and east;
- Malahide Estuary SPA (site code 004025), adjacent to the north and east;
- North-West Irish Sea SPA (site code 004236), c. 3.1km to the east;
- Baldoyle Bay SAC (site code 000199), c. 4.2km to the south-east;
- Baldoyle Bay SPA (site code 004016), c. 4.2km to the south-east;
- Rogerstown Estuary SAC (site code 000208), c. 4.9km to the north;
- Rogerstown Estuary SPA (site code 004015), c. 4.9km to the north;
- Rockabill to Dalkey Island SAC (site code 003000), c. 6.4km to the east;
- North Dublin Bay SAC (site code 000206), c. 7.8km to the south-east;
- North Bull Island SPA (site code 004006), c. 7.8km to the south-east;
- Ireland's Eye SAC (site code 002193), c. 8.2km to the south-east;
- Ireland's Eye SPA (site code 004117), c. 8.2km to the south-east;
- Lambay Island SAC (site code 000204), c. 9.7km to the north-east;
- Lambay Island SPA (site code 004069), c. 9.7km to the north-east;

- Howth Head SAC (site code 000202), c. 9.8km to the south-east.
- Howth Head Coast SPA (site code 004113), c. 10.4km to the south-east.

Additionally, the following nationally designated proposed Natural Heritage Areas (pNHA) are also located in the potential Zone of Influence:

- Malahide Estuary pNHA (site code 000205), adjacent to the north-east and east;
- Rogerstown Estuary pNHA (site code 000208), c. 4.9km north;
- Feltrim Hill pNHA (site code 001208), c. 2.0km south-west;
- Sluice River Marsh pNHA (site code 001763), c. 3.5km south-east;
- Portraine Shore pNHA (site code 001215), c. 4.5km north-east;
- Baldoyle Bay pNHA (site code 000199), c. 4.2km south-east;
- North Dublin Bay pNHA (site code 000206), c. 7.8km south-east;
- Ireland's Eye pNHA (site code 000203), c. 8.2km to the south-east;
- Lambay Island pNHA (site code 000204), c. 9.7km to the north-east.

Figure 4.5 European sites within zone of influence of the proposed scheme. A 10km radius is shown for scale.



Broadmeadow Estuary Ramsar site (833) is located to the east of the site. The site includes an estuary cut off the sea by a large sand spit. The site includes well-developed saltmarshes, salt meadows, rocky shores, a well-developed outer dune ridge and sand mudflats exposed at low tide. Vegetation consists of a large bed of eelgrass (*Zostera noltii* and *Zostera angustifolium*) and extensive mats of green algae (*Enteromorpha* spp., *Ulva lactuca*). The estuary is an important wintering site for numerous species of waterbirds. The Brent goose population is of international importance. The high numbers of diving birds reflects the lagoon-type nature of the inner estuary. Broadmeadow Estuary (Inner) (IE_EA_060_0100)

is classified as a Nutrient Sensitive Estuary under the Urban Waste Water Treatment Directive Sensitive Area.

Malahide Shellfish area is c. 3.5km to the east of the site and ‘All Beds’ are classified for bivalve mollusc and species of interest include razor clams. The site has seasonal classification and is classified as Class A (August to January) and then reverts to Class B at other times.

No habitats of any significant ecological value are present within the proposed works areas. The site consists of the existing road, made up of hardstanding and artificial surfaces (Fossitt habitat code – **BL3** Buildings and artificial surfaces) and minor areas of amenity grassland (Improved) (Fossitt habitat code – **GA2**) alongside pavements and at Inbhir Íde Green. No badgers or any other protected mammal species are known to be present and no evidence of such species was recorded within the site or in the immediate vicinity. Although otters are known from the Broadmeadow Estuary, the proposed development site is entirely unsuitable for use by the species. The site contains no features that could be used by roosting bats. No Annex I Habitats occur within the proposed scheme area.

No species listed on the Third Schedule of the Habitats Regulations, such as giant hogweed (*Heracleum mantegazzianum*), Japanese knotweed (*Reynoutria japonica*), Himalayan balsam (*Impatiens glandulifera*) or three-cornered leek (*Allium triquetrum*) were recorded within the proposed works area during the survey undertaken in the preparation of this report.

The NBDC databases were reviewed for the species records in the 2 km grid square overlapping with the site of the proposed works (O24D). Of these, the rare and protected species recorded in the 2 km square are listed in **Table 4.2**; while the invasive alien species recorded are listed in **Table 4.3**. It should be noted that the 2 km grid square takes in a significantly wider area than the proposed site, and the presence of a species in the grid square is not necessarily indicative of its presence within the proposed site.

Table 4.2 Rare and protected species recorded in 2 km grid square O24D (NBDC, 2023)

Group	Species	Date ¹	Designation & Status ²
Birds	Barn Swallow (<i>Hirundo rustica</i>)	13/09/2009	WA, BoCCI (Amber)
	Bar-tailed Godwit (<i>Limosa lapponica</i>)	28/12/2001	BD, WA, BoCCI (Amber)
	Black-headed Gull (<i>Larus ridibundus</i>)	31/12/2011	WA, BoCCI (Red)
	Black-legged Kittiwake (<i>Rissa tridactyla</i>)	31/12/2011	WA, BoCCI (Amber)
	Black-tailed Godwit (<i>Limosa limosa</i>)	31/12/2011	WA, BoCCI (Amber)
	Brent Goose (<i>Branta bernicla</i>)	31/12/2011	WA, BoCCI (Amber)
	Common Goldeneye (<i>Bucephala clangula</i>)	31/12/2011	BD, WA, BoCCI (Amber)
	Common Greenshank (<i>Tringa nebularia</i>)	31/12/2011	WA, BoCCI (Amber)
	Common Guillemot (<i>Uria aalge</i>)	31/12/2011	WA, BoCCI (Amber)
	Common Kingfisher (<i>Alcedo atthis</i>)	31/12/2011	BD, WA, BoCCI (Amber)
	Common Pochard (<i>Aythya ferina</i>)	31/12/2011	BD, WA, BoCCI (Amber)
	Common Redshank (<i>Tringa totanus</i>)	31/12/2011	WA, BoCCI (Red)
	Common Shelduck (<i>Tadorna tadorna</i>)	31/12/2011	WA, BoCCI (Amber)
	Common Snipe (<i>Gallinago gallinago</i>)	31/12/2011	BD, WA, BoCCI (Amber)

¹ Most recent record

² ‘WA’ = Wildlife Acts; ‘HD’ = Habitats Directive (Annex II, IV or V); ‘BoCCI’ = Birds of Conservation Concern in Ireland 2020 – 2026 (Amber- or Red-listed); ‘BD’ = Birds Directive (Annex I, II or III)

Group	Species	Date ¹	Designation & Status ²
	Common Starling (<i>Sturnus vulgaris</i>)	19/05/2012	WA, BoCCI (Amber)
	Common Wood Pigeon (<i>Columba palumbus</i>)	19/05/2012	BD, WA
	Dunlin (<i>Calidris alpina</i>)	31/12/2011	BD, WA, BoCCI (Amber)
	Eurasian Curlew (<i>Numenius arquata</i>)	28/02/2020	BD, WA, BoCCI (Red)
	Eurasian Oystercatcher (<i>Haematopus ostralegus</i>)	31/12/2011	WA, BoCCI (Amber)
	Eurasian Teal (<i>Anas crecca</i>)	31/12/2011	BD, WA, BoCCI (Amber)
	Eurasian Tree Sparrow (<i>Passer montanus</i>)	28/12/2001	WA, BoCCI (Amber)
	Eurasian Wigeon (<i>Anas penelope</i>)	31/12/2011	BD, WA, BoCCI (Amber)
	European Golden Plover (<i>Pluvialis apricaria</i>)	28/12/2001	BD, WA, BoCCI (Red)
	European Shag (<i>Phalacrocorax aristotelis</i>)	31/12/2011	WA, BoCCI (Amber)
	Great Black-backed Gull (<i>Larus marinus</i>)	31/12/2011	WA, BoCCI (Amber)
	Great Cormorant (<i>Phalacrocorax carbo</i>)	31/12/2011	WA, BoCCI (Amber)
	Great Crested Grebe (<i>Podiceps cristatus</i>)	31/12/2011	WA, BoCCI (Amber)
	Greater Scaup (<i>Aythya marila</i>)	31/12/2011	BD, WA, BoCCI (Amber)
	Greylag Goose (<i>Anser anser</i>)	28/12/2001	BD, WA, BoCCI (Amber)
	Herring Gull (<i>Larus argentatus</i>)	19/05/2012	WA, BoCCI (Red)
	House Sparrow (<i>Passer domesticus</i>)	19/05/2012	WA, BoCCI (Amber)
	Lesser Black-backed Gull (<i>Larus fuscus</i>)	19/05/2012	WA, BoCCI (Amber)
	Little Egret (<i>Egretta garzetta</i>)	31/12/2011	BD, WA
	Little Grebe (<i>Tachybaptus ruficollis</i>)	31/12/2011	WA, BoCCI (Amber)
	Mallard (<i>Anas platyrhynchos</i>)	31/12/2011	BD, WA
	Mediterranean Gull (<i>Larus melanocephalus</i>)	31/12/2011	BD, WA, BoCCI (Amber)
	Mew Gull (<i>Larus canus</i>)	31/12/2011	WA, BoCCI (Amber)
	Mute Swan (<i>Cygnus olor</i>)	31/12/2011	WA, BoCCI (Amber)
	Northern Gannet (<i>Morus bassanus</i>)	31/12/2011	WA, BoCCI (Amber)
	Northern Lapwing (<i>Vanellus vanellus</i>)	31/12/2011	BD, WA, BoCCI (Red)
	Northern Pintail (<i>Anas acuta</i>)	28/12/2001	BD, WA, BoCCI (Red)
	Northern Shoveler (<i>Anas clypeata</i>)	28/12/2001	BD, WA, BoCCI (Red)
	Northern Wheatear (<i>Oenanthe oenanthe</i>)	14/05/2021	WA, BoCCI (Amber)
	Peregrine Falcon (<i>Falco peregrinus</i>)	31/12/2011	BD, WA
	Razorbill (<i>Alca torda</i>)	31/12/2011	WA, BoCCI (Amber)
	Red-breasted Merganser (<i>Mergus serrator</i>)	31/12/2011	BD, WA
	Ringed Plover (<i>Charadrius hiaticula</i>)	31/12/2011	WA, BoCCI (Amber)
	Ruff (<i>Philomachus pugnax</i>)	31/12/2011	WA, BD, BoCCI (Amber)
	Sand Martin (<i>Riparia riparia</i>)	31/12/2011	WA, BoCCI (Amber)
	Tufted Duck (<i>Aythya fuligula</i>)	31/12/2011	BD, WA, BoCCI (Amber)
	Yellowhammer (<i>Emberiza citrinella</i>)	19/01/2023	WA, BoCCI (Red)
Amphibian	Common Frog (<i>Rana temporaria</i>)	24/05/2020	HD, WA

Table 4.3 Invasive alien species recorded in 2 km grid square O24D (NBDC, 2023)

Group	Species	Date	Designation & Status ³
Mollusc	Jenkins' Spire Snail (<i>Potamopyrgus antipodarum</i>)	31/10/2017	Medium impact
Birds	Ruddy Duck (<i>Oxyura jamaicensis</i>)	02/01/2011	Third Schedule; high impact
Crustacean	<i>Elminius modestus</i>	31/10/2017	Medium impact

Overall the proposed work area has **no ecological importance** as defined by the ecological resource valuations presented in the National Roads Authority / Transport Infrastructure Ireland Guidelines for Assessment of Ecological Impacts of National Road Schemes (NRA/TII, 2009 (Rev. 2)).

Owing to the urban context, the site of the proposed scheme and the majority of the surrounding areas are on hardstanding underlain by artificial surfaces. The bedrock geology in the area is of the Malahide Estuary and comprises of argillaceous bioclastic limestone and shale, with no karst features present. The site is underlain by 'locally important aquifer' that is 'bedrock which is moderately productive only in local zones'. The groundwater vulnerability is classed as a mix of moderate, high and extreme (GSI, 2023).

The Dublin (IE_EA_G_008) ground waterbody (GWB) underlies the proposed scheme. The WFD ground water status of the Dublin GWB is rated as 'good' (2016 – 2021 cycle) and the risk status is under 'review'.

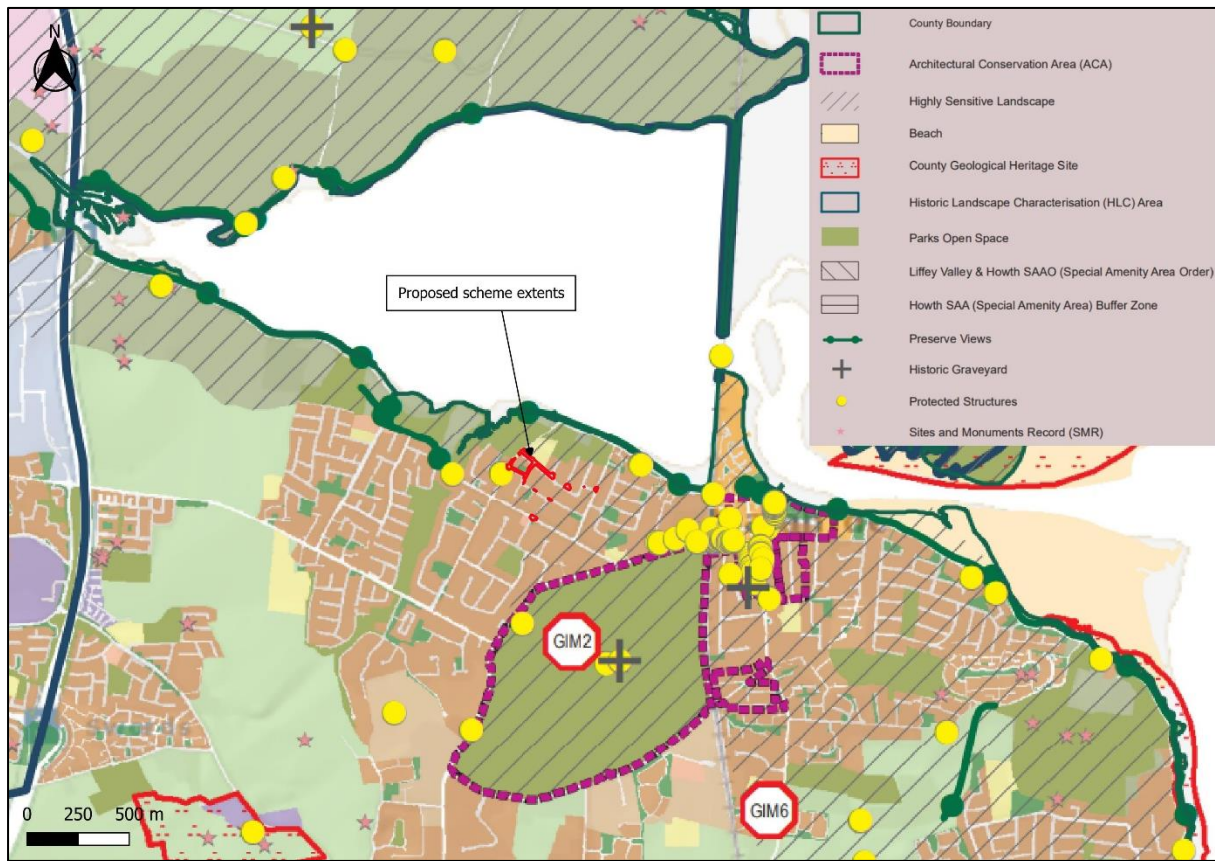
The EPA Air Zone designation is 'Zone A' - Dublin Conurbation. The Air Quality Index indicate that Air Quality is 'Good'.

There is a record of protected structure, RPS number 911- Barrack Bridge at Yellow Walls Road and also RPS number 380- Thatched Cottage on the Sea Road / Caves Strand Road, Yellow Walls, Malahide in the vicinity of the proposed works. There are no recorded archaeological or architectural heritage sites within the proposed area of works.

The *Fingal Development Plan 2023-2029* provides a Landscape Character Assessment of the Local Authority administrative area. It classifies six 'Landscape Character Types'. The site of the proposed development is located within the 'Estuary' Character Type, which is categorised as *having an exceptional value, recognised by the EU designations (candidate Special Areas of Conservation and Special Protection Areas) that apply to each in addition to national designations such as proposed Natural Heritage Areas and Ramsar*. Part of the site is also within 'Low Lying Agricultural' Character Type area, which is categorised as *having an open character combined with large field patterns, few tree belts and low roadside hedges*. The main settlements located within the area include Oldtown, Ballyboghil and Lusk and parts of Malahide and Donabate. This area has been categorised as 'highly sensitive landscape' under *Fingal Development Plan 2023-2029*. There is also mapped objective to 'Preserve Views' along the northern part of the Old Yellow Walls Road and Caves Strand along the Malahide Estuary. Refer to **Figures 4.6**.

³ Third Schedule of the European Communities (Birds and Natural Habitats) Regulations 2011 (S.I. No. 477/2011)

Figure 4.6 Extract from ‘Green Infrastructure 1’ Fingal Development Plan 2023-2029 (proposed scheme extents marked in red)



4.4 Description of Likely Effects

This section provides a description of the likely effects of the proposed scheme, with reference to the above-listed environmental aspects, and under the headings of the environmental factors as specified in paragraph (b)(i)(I) to (V) of Section 171A of the PDA 2000:

- Population and human health;
- Biodiversity, with particular attention to species and habitats protected under the Habitats and Birds Directives;
- Land, soil, water, air and climate;
- Material assets, cultural heritage and the landscape; and
- The interaction between the foregoing factors.

4.4.1 Overview

The ‘Safe Routes to School’ programme was developed in partnership with the National Transport Authority (NTA) and An Taisce’s Green-Schools programme in 2020 to support schools to increase walking and cycling to school. The works aims to improve access routes to school by improving walking and cycling infrastructure in the vicinity. Pope John Paul II National School was selected by An Taisce from the list of schools that was issued to Fingal County Council (FCC) to form part of the County’s Safe Routes to School (SRTS) Programme. The SRTS Programme acknowledges the ongoing need to facilitate improved active travel routes and infrastructure, mitigate existing road safety concerns at school, improve air quality around schools and facilitate modal shift towards active travel.

The proposed site is situated in the urban residential area of Malahide. The site of the proposed scheme predominantly comprises existing roads and artificial surfaces. The Malahide Estuary SPA and Malahide Estuary SAC is located adjacent to the national school. There will be no loss, fragmentation, disruption, disturbance or other change to any element of any European site as a result of the construction or operation of the proposed scheme, and no interference with the key relationships that define the structure or function of any European site.

During the construction phase, typical environmental effects associated with urban construction works of this nature and scale are predicted, including elevated levels of noise, emissions of dust, direct and indirect greenhouse gas emissions, impacts on visual amenity, effects associated with construction traffic, etc. These effects will be short-term in duration, at most, and reversible. There will also be environmental risks associated with the presence of potential pollutants (e.g. hydrocarbons, solvents, cementitious materials) and human health risks associated with typical site safety risks.

During the operational phase, no significant environmental effects are predicted. Once operational the scheme will provide for the provision of safe access to the Pope John Paul II School as per the *Fingal Development Plan 2023-2029*. It will provide better cyclist and pedestrian environment and reduce traffic volumes and direct and indirect greenhouse gas emissions. Overall, the scheme will provide for positive operational phase effects. It is noted that the site is located in an existing urban setting and the type of scheme proposed is appropriate to the site.

The following sections present the results of an assessment of potential impacts, specifically with regard to the environmental factors as specified in paragraph (b)(i)(I) to (V) of Section 171A of the PDA 2000, identifying in each case, the types and characteristics of potential impacts.

4.4.2 Population & Human Health

As stated above, the construction phase of the proposed scheme may be expected to give rise to typical environmental effects associated with urban construction activities of this nature and scale, including generation of dust, noise and vibration, effects associated with construction traffic, and negative impacts on visual amenity.

The proposed scheme is within a developed urban area. There are existing residential and community development in the vicinity that may be affected by the environmental aspects of the proposed construction works. The construction works may potentially give rise to disturbance on the local road network during the construction phase due to displacement of traffic using the proposed scheme route. The alterations of travel patterns may cause localised impacts on residences for those travelling along the alignment. However, the temporary traffic management measures will ensure that access routes to the sensitive receptors is maintained during the construction period.

All such effects are predicted to be localised, short-term in duration and reversible. Nevertheless, environmental protection measures will be implemented during the proposed works (as detailed in **Section 4.2.6**, above), in order to avoid and minimise impacts on local residents insofar as possible.

The construction works will be carried out in short segments on one side of the roadway at a time to allow for continued traffic flow and will progress along the roadways, as such individual work zones will be relatively small. Liaison will be undertaken with receptors adjacent to the works to effectively manage any traffic disruption and to maintain access to these receptors.

The proposed scheme encourages active travel and sustainable modes of travel and will encourage healthy travel options and provide an attractive route for the population to access services, employment, education and recreation. The scheme will provide enhanced facilities for cyclists and pedestrians, improved safety and reduce the risk of major accidents, and/or disasters in the area. As there is no change to the number of lanes, it is anticipated that the impacts of the proposed designs on traffic will be negligible.

Also, given the scheme's proximity to Pope John Paul II National School, the proposed scheme would contribute to the provision of sustainable travel options for students in accordance with national and local statutory planning policy.

Hence, no likely significant effects are predicted in relation to population and human health.

4.4.3 Biodiversity⁴

The Malahide Estuary SPA and Malahide Estuary SAC are located in close vicinity to the proposed scheme and are adjacent to the proposed works on Inbhir Íde Road and Caves Strand / Sea Road.

Overall the proposed works area has *no ecological importance* as defined by the ecological resource valuations presented in the NRA Guidelines. The site, is made up of existing hard surfaces comprising the road network. There are minor works proposed along flower beds and borders along roadsides and amenity grassland (Improved). It should be noted that the proposed scheme will not involve any modification of the Broadmeadow Estuary or impact on any of the qualifying interests or special conservation interests of the Malahide Estuary SAC or SPA, as the cycle and pedestrian facilities will be on existing hard surfaces adjacent to the Estuary, with minor works on the amenity grassland at Inbhir Íde Green. No evidence of any habitats or species with links to European sites was recorded on site during either the field survey or desk study undertaken.

As part of the proposed works no features of ecological importance will be removed or disturbed and the works will be restricted to the existing road network with minor works on the amenity grassland at Inbhir Íde Green. The latter would not result in any significant impacts on the existing habitat.

Although otters are known from the Broadmeadow Estuary, the proposed development site is entirely unsuitable for use by the species. The site contains no features that could be used by roosting bats.

No species listed on the Third Schedule of the Habitats Regulations, such as giant hogweed (*Heracleum mantegazzianum*), Japanese knotweed (*Reynoutria japonica*), Himalayan balsam (*Impatiens glandulifera*) or three-cornered leek (*Allium triquetrum*) were recorded at the proposed scheme site during the surveys undertaken in the preparation of this report.

Biosecurity measures implemented during the proposed works will prevent the introduction of invasive species. To avoid the introduction of invasive species any material imported to the site should be screened for invasive species and all machinery should be thoroughly cleaned down prior to arriving on site.

The construction phase of the proposed scheme will result in typical construction phase effects such as elevated noise levels that could potentially result in disturbance of wildlife in the surrounding environment. However, considering the high urbanised and disturbed context at present, the proposed

⁴ With particular attention to species and habitats protected under the Habitats and the Birds Directives

works are only expected to result in marginal change in this regard – with no significant ecological impacts likely to occur.

There is, further, no possibility of there being any significant effects on any European site resulting from disturbance to any bird species. As stated previously, all works will be undertaken within the existing built surface (with minor works on the amenity grassland at Inbhir Íde Green), on a roadway that is already heavily trafficked.

The AA Screening Report (Brady Shipman Martin, 2023) for the proposed scheme, submitted as part of the planning application under separate cover, has arrived at the following conclusion:

‘In view of best scientific knowledge, this report concludes that the proposed works on Inbhir Íde Road in vicinity of Pope John Paul II School, Malahide, Co. Dublin under ‘Safe Routes to School’ programme; individually or in combination with another plan or project, will not have a significant effect on any European sites. This conclusion was reached without considering or taking into account mitigation measures or measures intended to avoid or reduce any impact on European sites.’

Therefore, for the purposes of this EIA screening determination, significant effects on European sites can also be excluded. This conclusion has been arrived at having consideration of the nature, scale and location of the proposed scheme, and the potential for significant effects on the Qualifying Interests of the above-listed European sites, with regard to their conservation objectives, and in accordance with the source-pathway-receptor model for impact assessment. For further detail, please refer to the separate AA Screening Report.

No likely significant effects are predicted in relation to biodiversity, including to species and habitats protected under the Habitats and Birds Directives.

4.4.4 Land, Soil, Water, Air & Climate

The works for the proposed scheme are restricted to the existing hardstanding area, on existing roads and paved surfaces. There are minor works proposed on the amenity grassland at Inbhir Íde Green, which would not result in any impact on the existing habitats. The scheme involves provision of uncontrolled crossings, footpath extension, resurfacing of existing footpaths, road markings, junction tightening, provision of bollards, provision of speed ramps, relocation and/or provision of new gullies and modifications to existing covers to align with the new path or road level.

Construction works generate fine sediments and may occasionally cause accidental spills of oils or other toxic chemical, which can be harmful to aquatic / marine habitats and species. It should be noted that the proposed scheme will not involve any modification of the Broadmeadow Estuary or impact on any of the qualifying interests or special conservation interests of the Malahide Estuary SAC or SPA.

During the construction phase, standard good practice pollution control measures will be implemented, preventing the emissions of pollutants to the nearby surface waterbodies or the municipal drainage network. The existing road network have roadside drainage networks which collect storm water and convey it to discharge points at local watercourses. During its operation, the scheme will not involve any substantial changes to the existing roadside drainage network, so there will be no change from the baseline scenario. Minimal drainage works will be carried out in tandem with the construction phase, limited to areas where the scheme interfaces with the public road. Drainage works at these locations will be restricted to the relocation and/or provision of new gullies. All gully pots are to be precast

concrete in accordance with TII CC-SCD-00510. All gullies are to be fitted with cycle friendly gratings. Class D400 shall be used as a minimum standard for ironwork situated within any area of road pavement. The Contractor is to adjust all ironworks to completed road levels. The Contractor is to place mastic surround around all ironworks which are in the road carriageway. The scheme will not generate any foul water during the operational phase.

The proposed scheme is not expected to increase flood risk on the site or elsewhere.

Groundworks are not likely to be required as the scheme proposes to modify the existing road network for provision of cycle and pedestrian facilities. Significant impacts on land, soil or groundwater are not likely to occur as a result of these works, which will be carried out in accordance with best practice measures.

In relation to air quality, minor emissions of dust may be expected to occur during the proposed works. Dust management measures will be implemented under the scope of the CEMP. No significant impacts are anticipated in this regard due to the relatively small scale of the scheme.

The proposed provision of cycle and pedestrian network is consistent with national and municipal objectives to promote a modal shift away from private car use in favour of low-carbon and active alternatives.

No likely significant effects are predicted in relation to land, soil, water, air or climate.

4.4.5 Material Assets, Cultural Heritage & the Landscape

The proposed scheme is not expected to give rise to any significant effects in relation to material assets, i.e. roads or other built services / infrastructure. As discussed in **Section 4.2.6**, it is proposed that Traffic Management Plan will be implemented by the Contractor during the construction phase to avoid any potential impact on road users.

During construction, the proposed scheme has the potential for significant (both temporary and permanent) negative effects on major public utilities due to the requirement to divert or modify existing traffic flow. During the operational phase, the proposed scheme is unlikely to have a significant effect on material assets such as major public utilities. The proposed scheme will provide improved facilities for cyclists and pedestrians.

There is the potential for temporary significant negative townscape and visual effects during construction due to general construction activity, impacts due to traffic diversions and streetscape disturbance. Indirect impacts include the visible and landscape impact of construction activities and hoarding, changes to traffic patterns and diversions and the increased movement of HGV.

During the operational phase, the proposed scheme may alter visual amenity due to the new features within the streetscape, changes in traffic flows, lighting, signage and new boundaries. There is also the potential for permanent significant positive effects on public realm through proposed changes to the streetscape.

No likely significant effects are predicted in relation to material assets, cultural heritage or the landscape.

4.4.6 Interactions

The key interactions may be summarised as follows:

- Negative water quality effects have the potential to negatively affect aquatic ecology;
- Negative effects in relation to noise, air quality, traffic and material assets have the potential to negatively affect population and human health;
- Negative effects in relation to noise and air quality have the potential to negatively affect ecologically sensitive receptors of the Broadmeadow and Malahide Estuary.

Interactions between environmental topics have been comprehensively addressed herein.

No likely significant effects are predicted in relation to the interaction between environmental topics.

4.4.7 Indirect and secondary effects

Indirect and/or secondary effects could arise as a result of the proposed project due to a complex pathway. There is potential for greenhouse gas emissions due to the indirect construction and operational phase traffic impacts of the proposed development. There is also potential for indirect impacts on water bodies downstream during site clearance and construction activities. Furthermore site activities during the construction phase have the potential to result in water pollution and have indirect effects such as deterioration of habitat quality on the flora and fauna that are within the catchment of the affected waterbodies.

However, with the scale and nature of the proposed works do no result in likely significant indirect and/or significant effects.

4.4.8 Cumulative Impacts

The following sources were consulted to identify relevant other plans or projects:

- Fingal Development Plan 2023-2029 (FCC, 2022);
- The National Planning Application database (www.myplan.ie - accessed October 2023);
- An Bord Pleanála database (www.pleanala.ie – accessed October 2023); and
- EIA Portal (www.housinggov.ie/maps.arcgis.com – accessed October 2023).

The proposed works will be part of and potentially interact with the wider transportation network. No developments are proposed within the immediate vicinity of the site that would, in combination with the scheme under appraisal in this report, give rise to significant effects. This includes projects that are currently under construction, have recently been granted planning permission or are awaiting a decision, such as:

- Planning reference: ABP 204624, Permission granted for Broadmeadow Way greenway between Malahide Demesne and Newbridge Demesne. The greenway would travel along a linear site extending c.6km in length between Malahide Castle and Newbridge House and their surrounding parklands.
- There are a wide variety of other applications and permissions in the area. However, minor developments, such as one-off housing, erection of signage and other minor structures and extensions, have been excluded due to the exceedingly low likelihood of significant cumulative impacts.

The Fingal Development Plan 2023-2029 (FCC, 2022) has a series of objectives intended to protect and enhance the natural environment and also to promote active travel and safe access to schools. Fingal County Council has prioritised the promotion of active travel as part of our ongoing commitment to Climate Action and to support the decarbonisation of motorised transport and facilitate modal shift to

walking, cycling and public transport and taking account of National and Regional policy and guidance, while supporting an efficient and effective transport system.

The proposed works will not impact on the flow of water through the area, nor increase potential flood impacts. It is in compliance with all of the relevant Plan objectives.

A number of other plans were considered when assessing in-combination effects, but it was determined that there would be no in-combination effects with these:

- The National Planning Framework (Project Ireland 2040);
- The Regional Spatial and Economic Strategy for the Eastern and Midland Region 2019 – 2031 (The Eastern and Midland Regional Assembly);
- The Greater Dublin Strategic Drainage Study;
- Greater Dublin Area Transport Strategy 2022-2042;
- Climate Action Plan 2023 (CAP 23 – Changing Ireland for the Better);
- Fingal County Council Draft Fingal Climate Action Plan 2024 – 2029 (public consultation documentation);
- National Biodiversity Action Plan 2017 – 2021.

As concluded in the Appropriate Assessment (AA) Screening Report (Brady Shipman Martin, 2023), the proposed scheme, individually or in combination with another plan or project, will not have a significant effect on any European sites.

4.5 Schedule 7 Criteria

Schedule 7A of the PDR 2001 requires the Applicant to have regard to the criteria set out in Schedule 7 of the PDR 2001. These criteria have been considered as set out in **Table 4.4**.

Table 4.4 Criteria set out in Schedule 7 of the PDR 2001 and corresponding information in respect of the proposed scheme

Criteria	Information in respect of the proposed scheme
1. Characteristics of proposed development <i>The characteristics of proposed development, in particular—</i>	
<i>(a) the size and design of the whole of the proposed development,</i>	<p>The proposed works aims to improve access routes to school by improving walking and cycling infrastructure in the vicinity. The proposed scheme covers an approximate area of 0.756 Ha.</p> <p>The size and design of the proposed scheme are detailed in Section 3.1 and Section 4.2, above.</p>
<i>(b) cumulation with other existing development and/or development the subject of a consent for proposed development for the purposes of section 172(1A)(b) of the [PDA 2000] and/or development the subject of any development consent for the purposes of the Environmental Impact Assessment Directive by or under any other enactment,</i>	<p>As per Section 4.4.8 above, it is considered that significant in-combination effects on European sites are not likely to occur as a result of the proposed scheme in combination with other plans or projects.</p>

Criteria	Information in respect of the proposed scheme
(c) the nature of any associated demolition works,	No demolition works are proposed as part of the proposed scheme.
(d) the use of natural resources, in particular land, soil, water and biodiversity,	<p>The site of the proposed scheme is in an urban location and is dominated by buildings and hardstanding, with limited pockets of landscaping. This is not a greenfield site. Therefore, there will be no new consumption of 'land' required to facilitate the build. The proposed works entail alteration to the existing road network (with minor works on the amenity grassland at Inbhir Íde Green) for provision of cycle and pedestrian facilities.</p> <p>The site of the proposed scheme contains areas of hardstanding of limited biodiversity value. The proposed works will not impact on existing habitats in the vicinity of the site.</p> <p>The existing road network have roadside drainage networks which collect storm water and convey it to discharge points at local watercourses. Minimal drainage works will be carried out in tandem with the construction phase, limited to areas where the scheme interfaces with the public road. Drainage works at these locations will be restricted to the relocation and/or provision of new gullies. During its operation, the scheme will not involve any substantial changes to the existing roadside drainage network, so there will be no change from the baseline scenario. The scheme will not generate any foul water during the operational phase.</p> <p>There are no unusual aspects of the proposed scheme in this regard. Use of natural resources will be limited to standard / typical levels for scheme of this nature, scale and location.</p>
(e) the production of waste,	<p>During the construction phase, waste material will be generated, requiring off-site disposal. Waste materials are likely to include construction material. Waste material will be managed in accordance with the applicable legislative provisions.</p> <p>As detailed in Section 4.2.6, a CEMP, which will address Resource & Waste Management, will be prepared for the construction works of the proposed scheme, in accordance with the EPA <i>Best Practice Guidelines for the Preparation of Resource & Waste Management Plans for Construction & Demolition Projects</i> (2021).</p> <p>During the operational phase, no waste stream will be generated other than any arising from potential future maintenance works.</p>

Criteria	Information in respect of the proposed scheme
	There are no unusual aspects of the proposed scheme in this regard. Volumes of waste generated during the construction and operational phases will be commensurate of scheme of this nature, scale and location.
<i>(f) pollution and nuisances,</i>	<p>As detailed above, during the construction phase, there will be typical construction related pollution risks and effects, e.g. generation of dust, elevated levels of noise, potential pollution risk associated with presence of hazardous substances (hydrocarbons, cementitious material, etc.). Standard good practice environmental protection measures will be implemented (as detailed in Section 4.2.6), and no significant environmental effects are predicted in this regard. Works will be limited to normal working hours in order to avoid / minimise potential nuisance.</p> <p>During the operational phase, the proposed changes to footpaths, cycle lanes and vehicular carriageway have limited potential to cause significant pollution effects. The scheme will provide better cyclist and pedestrian environment and reduce traffic volumes and direct and indirect greenhouse gas emissions.</p> <p>For the reasons detailed, no significant environmental effects are predicted in this regard.</p>
<i>(g) the risk of major accidents, and/or disasters which are relevant to the project concerned, including those caused by climate change, in accordance with scientific knowledge, and</i>	<p>The proposed scheme is neither especially susceptible to the risk of major accidents and / or disasters, nor is it likely to cause or exacerbate such an event. No particular risks have been identified in this regard.</p> <p>There are no Seveso sites in the vicinity of the proposed works.</p> <p>As detailed in Section 4.4.4, although the existing scheme extents has a risk of flooding, the proposed scheme design will not have any impact on the risk of flooding from the estuary.</p>
<i>(h) the risks to human health (for example, due to water contamination or air pollution).</i>	<p>The potential impacts of the proposed scheme in relation to human health have been assessed above (refer to Section 4.4.2, above). The site of the proposed scheme is situated in a densely populated urban area, with numerous residential receptors present in the immediate vicinity. However, having regard to the nature and scale of the proposed scheme, no likely significant effects are predicted in this regard. A range of environmental protection measures will be implemented (refer to Section 4.2.7) in order to avoid / minimise impacts on the local population during construction phase insofar as possible.</p> <p>During the operation phase, the scheme will provide positive effects to human health. The scheme will provide enhanced</p>

Criteria	Information in respect of the proposed scheme
	facilities for cyclists and pedestrians and reduce the risk of major accidents, and/or disasters in the area. The scheme will promote healthy travel options.
2. Location of proposed development <i>The environmental sensitivity of geographical areas likely to be affected by the proposed development, with particular regard to—</i>	
(a) <i>the existing and approved land use,</i>	<p>As per the Fingal Development Plan 2023-2029, the school is zoned as 'CI – Community Infrastructure'. The land surrounding the school is zoned as 'RS – Residential' and the area to the north, north-west and north-east of the school is zoned as 'HA – High Amenity'.</p> <p>Under the Fingal Development Plan 2023-2029, the section of Caves Strand Road and Sea Road and also Yellow Walls Road has specific objective under Greater Dublin Area (GDA) Cycle Network Plan.</p> <p>For further details in relation to existing and approved land use, refer to Section 4.2, above.</p>
(b) <i>the relative abundance, availability, quality and regenerative capacity of natural resources (including soil, land, water and biodiversity) in the area and its underground,</i>	<p>The site of the proposed scheme is a previously developed site, dominated by existing road network (i.e. artificial surfaces) and underlain by made ground.</p> <p>Overall the scheme site has no ecological importance as defined by the ecological resource valuations presented in the NRA Guidelines. The Malahide Estuary SPA and Malahide Estuary SAC and Broadmeadow Estuary are located in close vicinity to the proposed scheme. It should be noted that the proposed scheme will not involve any modification of the Broadmeadow Estuary or impact on any of the qualifying interests or special conservation interests of the Malahide Estuary SAC or SPA. As part of the proposed works no features of ecological importance will be removed or disturbed.</p> <p>For further details, refer to Sections 4.3 and 4.4.3, above. The site of the proposed scheme and wider area is densely developed and urban in nature, having low sensitivity to the effects of scheme.</p>
(c) <i>the absorption capacity of the natural environment, paying particular attention to the following areas:</i>	
a. <i>wetlands, riparian areas, river mouths;</i>	<p>Broadmeadow Estuary Ramsar site (833) is located adjacent to the east of the site. The site includes an estuary cut off the sea by a large sand spit. The site includes well-developed saltmarshes, salt meadows, rocky shores, a well-developed outer dune ridge and sand mudflats exposed at low tide. Vegetation consists of a large bed of eelgrass (<i>Zostera noltii</i> and <i>Zostera angustifolium</i>) and extensive mats of green algae (<i>Enteromorpha</i> spp., <i>Ulva lactuca</i>). The estuary is an important wintering site for numerous species of waterbirds. The Brent goose population is of international importance.</p>

Criteria	Information in respect of the proposed scheme
	<p>Direct connections via runoff and indirect hydrological connections, e.g. via the surface water drainage are detailed in Section 4.4.4, above.</p> <p>It should be noted that the proposed scheme will not involve any modification of the Broadmeadow Estuary or impact on any of the qualifying interests or special conservation interests of the Malahide Estuary SAC or SPA, as the cycle and pedestrian facilities will be on existing roads and pavements adjacent to the Estuary.</p>
<i>b. coastal zones and the marine environment;</i>	The site of the proposed scheme is situated a c. 1 km linear distance from the coast. There are no direct impact pathways between the proposed scheme and coastal zones or the marine environment. Indirect hydrological connections, e.g. via the surface drainage are detailed in Section 4.4.4 , above.
<i>c. mountain and forest areas;</i>	There are no mountains or forest areas at the proposed scheme or in the immediate vicinity that could be affected.
<i>d. nature reserves and parks;</i>	The nearest statutory Nature Reserve to the proposed scheme is the Rogerstown Estuary Nature Reserve, c. 5.5km to the north-east. The nearest parks include those associated with the Malahide Castle c. 450m to the south-east. There is no real likelihood of significant effects on any Nature Reserve or park resulting from the proposed scheme.
<i>e. areas classified or protected under legislation, including Natura 2000 areas designated pursuant to the Habitats Directive and the Birds Directive and;</i>	<p>The AA Screening Report (Brady Shipman Martin, 2023) for the proposed scheme, submitted as part of the planning application under separate cover, has arrived at the following conclusion:</p> <p><i>‘In view of best scientific knowledge, this report concludes that the proposed works on Inbhir Íde Road in vicinity of Pope John Paul II School, Malahide, Co. Dublin under ‘Safe Routes to School’ programme; individually or in combination with another plan or project, will not have a significant effect on any European sites. This conclusion was reached without considering or taking into account mitigation measures or measures intended to avoid or reduce any impact on European sites.’</i></p> <p>Refer also to Sections 4.3 and 4.4.3, above.</p>
<i>f. areas in which there has already been a failure to meet the environmental quality standards laid down in legislation of the European Union and relevant to the project, or in which it is considered that there is such a failure;</i>	There are no such areas connected to the site that could be significantly affected by the proposed scheme.
<i>g. densely populated areas;</i>	As discussed above (refer to Sections 4.3 and 4.4.2), the proposed scheme traverses a developed urban area. There

Criteria	Information in respect of the proposed scheme
	are existing residential development in the vicinity that may be affected by the environmental aspects of the proposed construction works. However, having regard to the nature and scale of the proposed scheme, it is considered that there is no real likelihood of significant effects in this regard. A schedule of environmental protection measures, has been proposed, in order to avoid / minimise impacts on the local population insofar as possible.
<i>h. landscapes and sites of historical, cultural or archaeological significance.</i>	<p>There is a record of protected structure, RPS number 911- Barrack Bridge at Yellow Walls Road and also RPS number 380- Thatched Cottage on the Sea Road / Caves Strand Road, Yellow Walls, Malahide in the vicinity of the proposed works. There are no recorded archaeological or architectural heritage sites within the proposed area of works.</p> <p>The Fingal Development Plan 2023-2029 provides a Landscape Character Assessment of the Local Authority administrative area. It classifies six 'Landscape Character Types'. The site of the proposed development is located within the 'Estuary' Character Type, <i>which is categorised as having an exceptional value, recognised by the EU designations (candidate Special Areas of Conservation and Special Protection Areas) that apply to each in addition to national designations such as proposed Natural Heritage Areas and Ramsar.</i> Part of the site is also within 'Low Lying Agricultural' Character Type area, which is categorised as <i>having an open character combined with large field patterns, few tree belts and low roadside hedges. The main settlements located within the area include Oldtown, Ballyboghil and Lusk and parts of Malahide and Donabate.</i> This area has been categorised as 'highly sensitive landscape' under Fingal Development Plan 2023-2029. There is also mapped objective to 'Preserve Views' along the northern part of the Old Yellow Walls Road and Caves Strand along the Malahide Estuary.</p> <p>Refer also to Sections 4.3 and 4.4.5, above.</p>
3. Types and characteristics of potential impacts <i>The likely significant effects on the environment of proposed development in relation to criteria set out under paragraphs 1 and 2, with regard to the impact of the project on the factors specified in paragraph (b)(i)(I) to (V) of the definition of 'environmental impact assessment report' in section 171A of the [PDA 2000], taking into account—</i>	
<i>(a) the magnitude and spatial extent of the impact (for example, geographical area and size of the population likely to be affected),</i>	<p>Regard has been had, in the preparation of this report, to the likely magnitude and spatial extent of impacts arising from the proposed scheme during the construction and operational phases. The likely impacts of the proposed scheme will not be unusual in these respects.</p> <p>The spatial extent of the direct impacts of the proposed scheme (e.g. disturbance to traffic, dust generation, elevated</p>

Criteria	Information in respect of the proposed scheme
	<p>noise, etc.) will be limited to the site and / or the immediate environs (i.e. typically within 50 m).</p> <p>Additionally, as detailed above, there is the potential for indirect impacts further afield, e.g. due to the generation of greenhouse gas emissions, waste materials and surface water.</p> <p>During the operational phase, no significant environmental effects are predicted. Once operational the scheme will provide an improved environment for cyclists and pedestrians and will reduce traffic volumes and direct and indirect greenhouse gas emissions. Overall, the scheme will provide for positive operational phase effects.</p>
<i>(b) the nature of the impact,</i>	Regard has been had, in the preparation of this report, to the likely nature of impacts arising from the proposed scheme during the construction and operational phases. The likely impacts of the proposed scheme will not be unusual in this respect.
<i>(c) the transboundary nature of the impact,</i>	The site of the proposed scheme is not proximate to any boundaries of relevance (e.g. Local Authority administrative areas, County boundaries or the boundary with Northern Ireland), and no transboundary impacts are likely to arise.
<i>(d) the intensity and complexity of the impact,</i>	Regard has been had, in the preparation of this report, to the likely intensity and complexity of impacts arising from the proposed scheme during the construction and operational phases. No impacts of unusual intensity or complexity are likely to arise.
<i>(e) the probability of the impact,</i>	In accordance with the EPA (2022) criteria, regard has been had to the probability of impacts arising from the proposed scheme.
<i>(f) the expected onset, duration, frequency and reversibility of the impact,</i>	In accordance with the EPA (2022) criteria, regard has been had to the likely onset, duration, frequency and reversibility of impacts arising from the proposed scheme. Generally speaking, construction phase impacts are predicted to be short-term in duration (lasting as long as the proposed works) and reversible; while effects of the operational phase are assumed to be permanent in duration.
<i>(g) the cumulation of the impact with the impact of other existing and/or development the subject of a consent for proposed development for the purposes of section 172(1A)(b) of the [PDA 2000] and/or development the subject of any development consent for the purposes of the Environmental</i>	Cumulative impacts addressed above in Section 4.4.8 relation to paragraph 1(b). No likely significant cumulative impacts are predicted to occur.

Criteria	Information in respect of the proposed scheme
<i>Impact Assessment Directive by or under any other enactment, and</i>	
<i>(h) the possibility of effectively reducing the impact.</i>	A schedule of environmental protection measures is proposed in order to avoid / minimise potential environmental impacts, where appropriate. Refer to Section 4.2.6 .

4.6 Article 103(1A)a Statement

In addition to the requirements of Schedule 7A (above), Article 103(1A)a of the Planning and Development Regulations 2001-2023 requires any further relevant information on the characteristics of the proposed development and its likely significant effects on the environment, including, where relevant, information on how the available results of other relevant assessments of the effects on the environment carried out pursuant to European Union legislation other than the Environmental Impact Assessment Directive have been taken into account.

All relevant assessments, including those pursuant to European Union legislation in relation to the environment have been addressed in Sections 4.2, 4.3, 4.4 and 4.5 of this report. This includes, where relevant, assessments arising from the following:

- The Habitats Directive, The Birds Directive, the Ramsar Convention, the Bern Convention, and the Convention on the Conservation of Migratory Species of Wild Animals;
- The Landfill Directive, the Waste Framework Directive, the Urban Waste Water Collection and Treatment Directive;
- The Integrated Pollution Prevention and Control Directive, the Industrial Emissions Directive, the Seveso III Directive;
- The Drinking Water Directive, The Water Framework Directive;
- The Marine Strategy Framework Directive, the Landscape Convention, Protocol amending the European Landscape Convention,
- Directive on the Promotion of the Use of Energy from Renewable Sources, the Regulation on the inclusion of greenhouse gas emissions and removals from land use, land use change and forestry in the 2030 climate and energy framework, and the Regulation on binding annual greenhouse gas emission reductions by Member States from 2021 to 2030 contributing to climate action to meet commitments under the Paris Agreement;
- The Convention on the Protection of the Archaeological Heritage, the Convention for the Protection of the Architectural Heritage of Europe (Revised), the Convention on the Value of Cultural Heritage for Society; and
- The Directive on Public Access to Environmental Information.

5 Conclusion

It is considered that the proposed scheme would not be likely to have significant negative effects on the environment. The main reasons for this conclusion are as follows:

- The nature and scale of the site and the proposed scheme, which are significantly below the stated threshold of class 10(b) (iv) in Part 2 of Schedule 5 of the Planning and Development

Regulations 2001 (as amended) at or above which there would be a mandatory requirement for an EIA;

- The location of the proposed scheme in a developed urban location;
- The nature of the proposed construction works and of the proposed scheme itself, which relate to promote increased walking and cycling to school under the 'Safe Routes to School' programme and the works are typical and not unusual in the urban context of the existing environment;
- The construction phase of the proposed scheme is expected to give rise to minor, localised and temporary environmental effects that are typical of urban construction projects of this nature;
- Minimal drainage works will be carried out in tandem with the construction phase, limited to areas where the scheme interfaces with the public road. Drainage works at these locations will be restricted to the relocation and/or provision of new gullies;
- The proposed scheme does not require waste water or potable water connections;
- The location of the proposed scheme outside of any sensitive location specified in Article 299(C)(1)(v) of the Planning and Development Regulations 2001 (as amended);
- The features and measures proposed to avoid and prevent what otherwise might be potentially significant effects on the environment, including the measures identified under Section 4.2.6 Environmental Protection Measures of this EIA Screening Report;
- The likelihood of no significant environment effects arising as noted under Section 50(1)(b) and 50(1)(c) of the Roads Act 1993;
- The information on the proposed scheme provided in accordance with Schedule 7A of the Planning and Development Regulations 2001-2023; and
- Having regard to the criteria set out in Schedule 7 of the Planning and Development Regulations 2001-2023.

It is recommended that, having regard to the information set out above, the Competent Authority (Fingal County Council) may reach a screening determination that ***there is no real likelihood of significant effects arising as a result of the proposed scheme; and, therefore, that environmental impact assessment, and the preparation of an environmental impact assessment report is not required.***

6 References

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