



## Environmental Impact Assessment (EIA) Screening Determination for proposed Local Authority Development

<b>Project Name:</b>	<b>Safe Routes to School – Pope John Paul II National School, Malahide, Co. Dublin</b>
----------------------	--

**Description:**

The Safe Routes to School (SRTS) Programme was developed in partnership by the NTA and Green-Schools, An Taisce, in 2020, as a response to the need to support schools to increase walking and cycling to schools. The works aim to enhance access routes to school by improving walking and cycling infrastructure in the vicinity of the school. The programme is funded by the National Transport Authority, administered by An Taisce and delivered by Fingal County Council.

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:**

- 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

Fingal County Council will be providing regulatory traffic signs in accordance with Section 95 of the Road Traffic Act 1961 (as amended).

Legislative Context:

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' ).

Screening Report:

The proposed development involves the development of traffic calming measures and improved pedestrian and cycling facilities at Pope John Paul II National School, Malahide, Co. Dublin. 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.

Furthermore, the proposed development of traffic calming measures and improved pedestrian and cycling facilities fall 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;

As such, an automatic EIA has not been triggered.

requirement for an EIA as it does not satisfy the criteria described in Part 2 of Schedule 5 of the PDR 2001 and Section 50 of the Roads Act 1993. Therefore, the proposed traffic calming measures and improved pedestrian and cycling facilities are considered "sub-threshold development", and to determine whether the development should/ may have the potential to give rise to significant environmental impacts, the active travel department of Fingal County Council has commissioned Brady Shipman Martin to prepare an EIA Screening Report entitled "Safe Routes to School – Pope John Paul II National School, Malahide, Co. Dublin EIA Screening Report". The Senior Engineer, Environment, Climate Action, Active Travel & Sports Department of Fingal County Council, has examined and evaluated the report's content and agrees with the conclusions in the EIA screening report.

The proposal is significantly below the stated thresholds of Part 2 of Schedule 5 of the Planning and Development Regulations 2001-2022, at or above which there is a mandatory requirement for EIA. The wide-ranging requirement of 50 (1) (b) to (d) of the Roads Act 1993 (as above) that any road development or road improvement project which would be likely to have significant effects on the environment should be subject to EIA. As a result, under the precautionary principle, the proposed project is subject to EIA screening. The project was reviewed to determine if the project would have adverse environmental impacts. Schedule 7 of the PDR 2001 sets out the criteria for determining if a sub-threshold project requires an EIA.

#### Sub-threshold screening

- The nature of the proposed construction works and the scheme itself is not unusual in the context of the receiving environment. The construction phase of the proposed scheme is expected to give rise to minor, localised environmental effects that are typical of urban construction projects of this nature; and
- The location of the proposed scheme is a previously developed site in an existing urbanised location, which is not particularly sensitive to the environmental effects of a project of this nature and scale. The receiving environment is densely populated, with residential and commercial receptors situated in proximity; however, appropriate best practice mitigation measures have been incorporated into the proposal to avoid/minimise impacts insofar as possible.

Therefore, 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.

#### **Determination:**

Having regard to the foregoing, the proposed development of traffic calming measures, and improved pedestrian and cycling facilities at Safe Routes to School – Pope John Paul II National School, Malahide, Co. Dublin, do not trigger a mandatory EIA under the EIA Directive or the 2001 Regulations. Further, the proposed development is not likely to have significant effects on the environment due to the nature, size, or location of the proposed development relevant to areas of environmental sensitivity and the types and characteristics of potential impacts.

Therefore, it has been concluded, for the reasons set out above and in the Safe Routes to School – Pope John Paul II National School, Malahide, Co. Dublin EIA Screening Report, that the proposed development, by itself or in combination with other projects, is not likely to have a significant effect on the environment and, accordingly, that an Environmental Impact Assessment is not required.



This EIA Screening Determination in respect of Safe Routes to School – Pope John Paul II National School, Malahide, Co. Dublin, has been made by Sinéad Murphy, Environment, Climate Action, Active Travel & Sports Department of Fingal County Council.

Signature: Sinéad Murphy Senior Engineer, Environment, Climate Action, Active Travel & Sports Dept.  
Sinéad Murphy Position/Department

Date: 15th August 2024.