ATKINS

Member of the SNC-Lavalin Group

Harry Reynolds Road Pedestrian and Cyclist Route

Environmental Impact Assessment Screening Assessment

Fingal County Council

January 2020

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This document has 45 pages including the cover.

Document history

Revision	Purpose description	Origin-ated	Checked	Reviewed	Author-ised	Date
Rev 0	Draft	KL	KL	DL	MF	22/02/2019
Rev 1	FCC Review	KL	KL	DL	SW	14/01/2020
Rev 2	Planning	KL	KL	DL	SW	09/03/2020

Client signoff

Client	Fingal County Council
Project	Harry Reynolds Road Pedestrian and Cyclist Route
Job number	
Client signature / date	

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1. Introduction

Fingal County Council proposes to develop a pedestrian and cycle route along the Harry Reynolds Road, Balbriggan, Co Dublin. Atkins have been appointed by Fingal County Council (FCC) to prepare this Environmental Impact Assessment (EIA) screening report in support of a Part 8 Planning Application for the Harry Reynolds Road Pedestrian and Cycle Route.

The National Transport Agency (NTA) have developed a Greater Dublin Area (GDA) Cycle Network Plan and as part of this FCC proposes to deliver a high quality pedestrian and cycle route along Harry Reynolds Road in Balbriggan. The aim of the proposed scheme is the development of a cycle route which provides a quality of service of 'A' in accordance with the National Cycle Manual[1] and which provides an optimal balance of provision between the various competing transport modes along the route corridor.

The proposed site location of the proposed pedestrian and cycle route is outlined below in Figure 1-1. The proposed pedestrian and cycle route is predominantly aligned along the Harry Reynolds Road which runs in a general north south direction alongside Fingal Bay Business Park and a number of residential areas and housing developments in Balbriggan town. Within the northern section of the study area the proposed route incorporates a link to Chieftain's Drive and within the southern section of the study area the route is proposed to run along Hamilton Road. The route links schools located at the northern and southern extents of the study area, with residential areas and existing cycle paths alongside the route which is one of the objectives of the Cycle Network Plan (CNP). The overall aim of the CNP is to promote increased recourse to cycling as a means of transport.

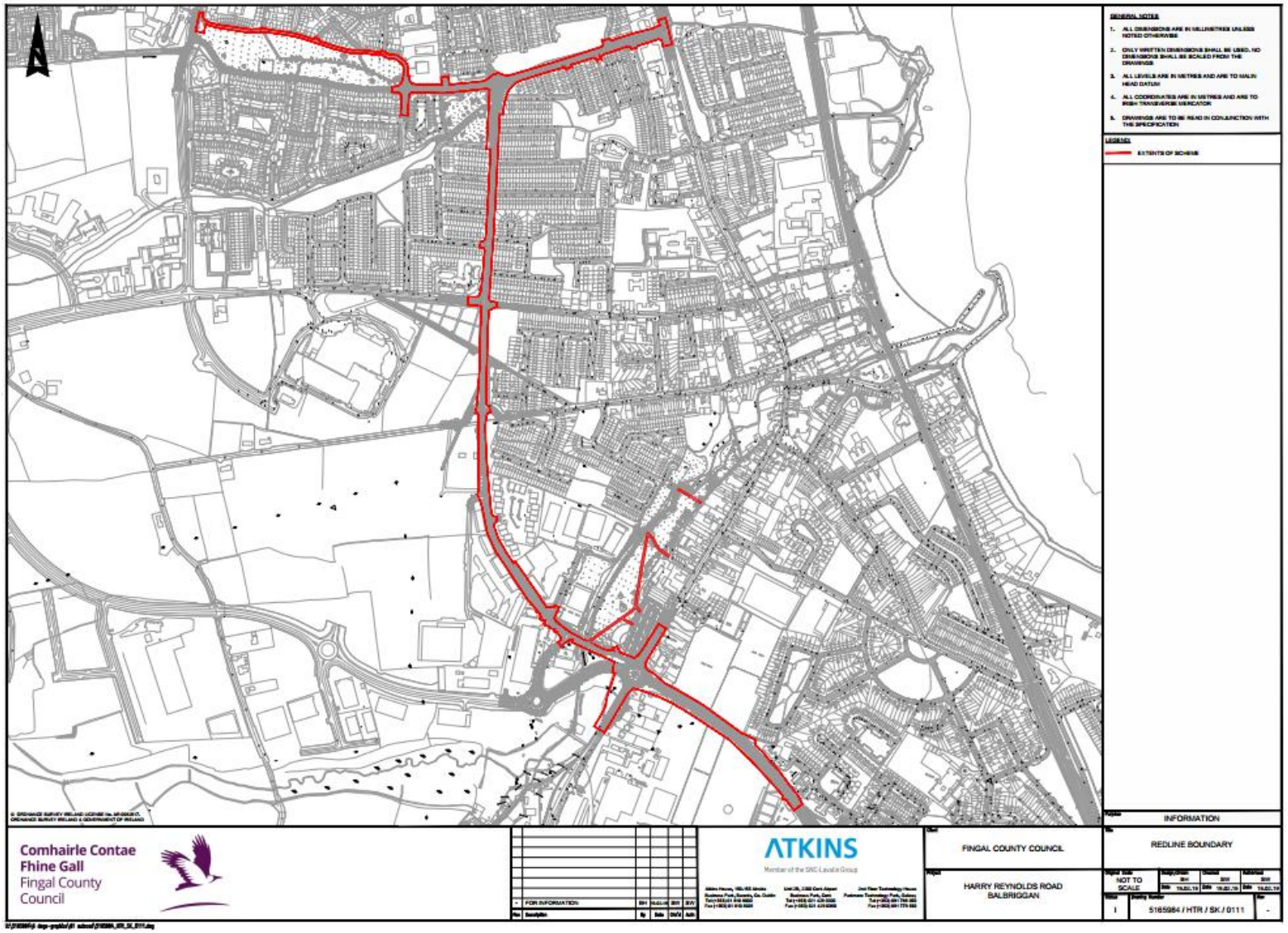
1.1. Purpose of this Report

This report has been prepared to support a Part VIII Planning Application by Fingal County Council in relation to a high-quality cycle route along Harry Reynolds Road in Balbriggan, Co. Dublin. The purpose of this report is to determine whether the project requires the preparation of an Environmental Impact Assessment Report (EIAR). The project has been screened to generate a summarised overview of the potential impacts on the receiving environment, and in the context of relevant statutory requirements.

A Stage 1 Screening for Appropriate Assessment has also been prepared (Atkins, 2020). The project has been assessed with regards to the likely significant effects of the development on Natura 2000 sites within the zone of influence of the proposed project. The project has been screened out at Stage 1 Screening for Appropriate Assessment, and therefore it has been determined that the project does not require the preparation of a Natura Impact Statement (NIS).

[1] https://www.cyclemanual.ie/

Figure 1-1 - Site Location Plan



2. Methodology

This project has been screened in accordance with Section 3.2 of the '*Guidelines on the Information to be contained in Environmental Impact Assessment Reports – Draft'* (EPA, 2017), the Environmental Impact Directive (85/337/EEC) and all subsequent relevant amendments, Planning and Development regulations (2001-2018), including S.I. No. 296 of 2018 - European Union (Planning and Development) (Environmental Impact Assessment) Regulations 2018, which came into operation on 1st September 2018.

As set out under the relevant legislation (detailed further in Section 2.1 of this report), there are three key steps when carrying out EIA screening for a particular project;

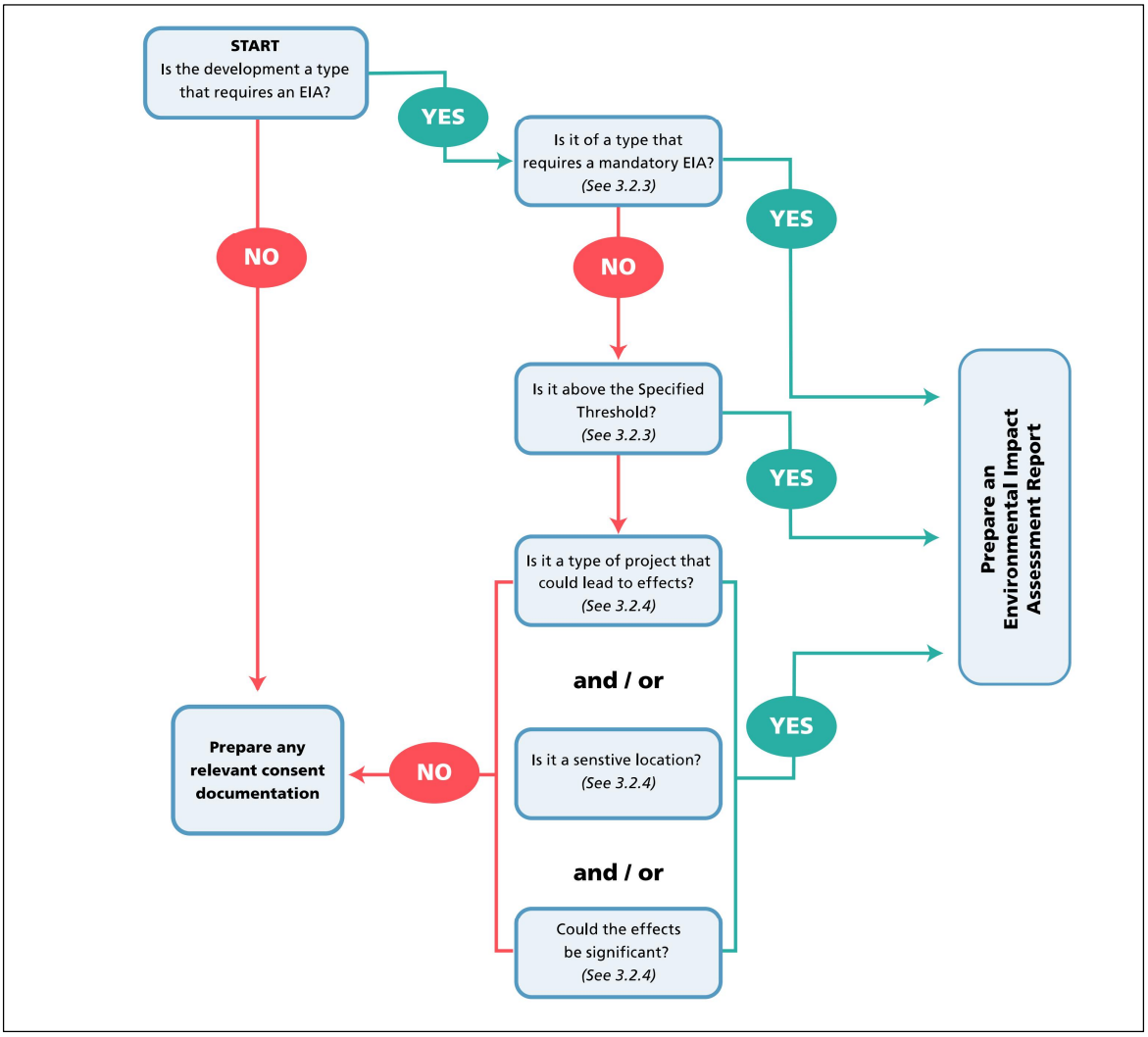
- **Step 1** is to determine if the proposed infrastructure works represent a project as understood by the Directive and if a mandatory EIAR is required. Such projects are defined in Article 4 of the EIA Directive and set out in Annexes I and II of the Directive and Planning and Development Regulations (2001-2018), specifically Schedule 5, Part 1 – Development for the purposes of Part 10. Projects requiring a mandator EIAR are also included under Section 50 of the Roads Act 1993-2019.
- **Step 2** is to determine whether the project exceeds a specific threshold as set out in Planning and Development Regulations (2001-2018) Schedule 5, Part 2 – Development for the purposes of Part 10 (the only type of project to which thresholds do not apply are those considered to always be likely to have significant effects and therefore require an EIAR).
- **Step 3** is to determine if the project is likely to have significant effects on the receiving environment. There are no exacting rules as to what constitutes "significant" in terms of environmental impacts. The responsibility is on Planning Authorities to carefully examine every aspect of a development in the context of characterisation of the project; location of the project and type & characteristics of potential impacts. It is generally not necessary to provide specialist studies or technical reports to complete this screening process, rather to investigate where further studies may be required, and where risks, if any, to the integrity of the receiving environment may lie.

For the purposes of screening sub-threshold development for EIA, all of the relevant information as presented within EIA Planning and Development Regulations 2018 (Schedule 7A) has been provided on behalf of the applicant, Fingal County Council. The potential for each project to pose a significant impact to the receiving environment has also been evaluated in accordance with criteria listed in the Planning & Development Regulations, 2001, and EIA Planning and Development Regulations 2018 (Schedule 7).

The findings of the EIA screening assessment prepared for the project has informed our professional opinion as to whether an EIAR is warranted for the proposed project, with due regard to all relevant statutory requirements and technical guidance. However ultimately it is the responsibility of the relevant planning authority to make a determination as to whether an EIAR is required for a particular project, based on screening conducted by the planning authority.

Figure 2-1 provides a summary of the main steps involved in the EIA screening process.

Figure 2-1 - EIA Screening Process (Source: 'Guidelines on the Information to be contained in Environmental Impact Assessment Reports – Draft' (EPA, 2017)).



2.1. Relevant Legislation

The Environmental Impact Directive (85/337/EEC) was brought into force in 1985. Subsequent amendments were made with the following pieces of legislation - 97/11/EC, 2003/35/EC, 2009/31/EC, 2011/92/EU and 2014/52/EU. The Directive was originally transposed into Irish Law by the European Communities (Environmental Impact Assessment) Regulations, 1989 (S.I. No. 349/1989). This amended the Local Government (Planning and Development Act) 1963 and introduced the requirement for an Environmental Impact Assessment in certain specified circumstances. The most recent amendment to the Directive is focused on clarifying and simplifying the process of EIA. The screening criteria have been updated, and Member States have a mandate to simplify their assessment procedures. EIA reports are to be made more readily understandable to members of the general public. Section 50 of the Roads Acts 1993-2019 outlines certain categories of roads projects which require an EIAR.

New EIA Regulations ((Planning and Development) Environmental Impact Assessment) Regulations 2018 (S.I No. 296 of 2018)) transposing the 2014 EIA Directive were recently adopted and came into operation on 1st September 2018. These regulations amend the Planning and Development Regulations 2001 (S.I. No.600 of 2001); they seek to transpose EIA Directive 2014/52/EU and to give further effect to the 2011 Directive, as follows;

- An EIAR is required as a matter of course on specified large-scale projects which have a high likelihood of impacting on the receiving environment. These projects are listed in full within the Planning & Development Regulations (2001-2018), Schedule 5, Part 1 – Development for the purposes of Part 10.
- Each EU Member State has discretionary consideration for the requirement of an EIA in relation to various processes and activities. These projects are listed in full within the Planning & Development Regulations (2001-2018), Schedule 5, Part 2 – Development for the purposes of Part 10. If the proposed project is listed under Schedule 5, Part 2, but does not exceed the relevant stated thresholds, it is considered to be sub-threshold. Part 10, article 92 of the Planning & Development Regulations, 2001 as amended states "'sub-threshold development' means development of a type set out in Part 2 of Schedule 5, which does not equal or exceed, as the case may be, a quantity, area or other limit specified in that Schedule in respect of the relevant class of development". Any sub-threshold developments should be evaluated to determine if the project is likely to have a significant impact on the environment.
- Criteria to evaluate whether significant impacts on the receiving environment will arise from a proposed development are listed under Schedule 7 of the relevant Planning & Development Regulations (2001-2018). A list of the relevant information to be provided by the applicant or developer for the purposes of sub-threshold EIA screening is presented in Schedule 7A of the Regulations, and summarised below;

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.

3. Environmental Impact Assessment Screening

3.1. Information to be Provided by the Applicant or Developer for the Purposes of Screening Sub-threshold Development for EIA

3.1.1. Description of the Proposed Development (Schedule 7A(1))

3.1.1.1. A description of the Physical Characteristics of the Whole Proposed Development and Where Relevant of Demolition Works (Schedule 7A (1) (a))

3.1.1.1.1. Section 1: Chieftain`s Drive

The proposed Cycle Scheme along this section of the route is to consist of a shared street provision. Vehicular traffic will be made aware of the provision by way of road markings and signage. The low volume and speeds along this road, as confirmed by traffic surveys, allow for the provision of a shared street it this location in accordance with the National Cycle Manual.

The existing kerb lines and parking will be maintained throughout this section. The existing raised, uncontrolled courtesy crossing on Castlemill Link Road will be upgrade to a raised zebra crossing to allow for safe and direct access from Chieftain's Drive to the schools and shops on the western side of the road.

3.1.1.1.2. Section 2: Chieftain`s Drive Roundabout to Harry Reynolds Roundabout

The proposed Cycle Scheme along this section of the route is to generally consist of 2m wide raised adjacent cycle tracks and 2m wide footpaths along both sides of the carriageway. The cycle track will be raised by 50mm above the existing carriageway level and the footpath will be raised by 75mm above the cycle track to provide segregation for all users.

To allow for construction of this section, the existing kerb line on the northern side of the road will be removed and the existing carriageway moved approximately 1.5m northwards with the existing verge and trees removed. On the southern side of the road the existing kerbline, verge and footpath will be maintained with the cycle track constructed within the current carriageway. A minimum carriageway width of 6m is maintained throughout.

3.1.1.1.3. Section 3: Harry Reynolds Road Roundabout to Drogheda Street Junction

The proposed route along this section is as for Section 2 with a 2m wide raised adjacent cycle track to be provided on both sides of the road. On the northern side of the road the existing verge, including trees, is to be removed and the existing footpath to be upgraded to a minimum width of 2m. On the southern side of the road, the existing kerb, verge and footpath are to be maintained as is.

To allow for construction of this section, the existing kerb line on the northern side of the road will be removed and the existing carriageway moved approximately 1.5m northwards with a minimum carriageway width of 6.5m provided throughout.

3.1.1.1.4. Section 4: Harry Reynolds Road – Roundabout to Chapel Street Junction

Throughout this section of the route, 2m wide one-way raised adjacent cycle tracks and 2m wide footpaths are proposed for the majority of the scheme. The cycle tracks will be raised by 50mm above the existing carriageway and footpaths will be raised a further 75mm to provide segregation between all users. Throughout this section, trees will be removed to facilitate the above provision.

To allow for the construction of the cycle track and footpath additional width is required on the eastern side of the carriageway. This width will be obtained by moving the existing kerb line on that side, narrowing the carriageway to a minimum width of 6.5m. The existing kerb line on the western side of the carriageway will generally be retained with kerbs being replaced to suit the new provision.

The existing ramp on Harry Reynolds Road at Westbrook Rise will be removed to provide sufficient width for the cycle track and footpath. The ramp will be relocated to the green space behind the wall on the Westbrook Rise side and the existing footpath along the wall on this side widened by approximately 1.5m.

A new raised toucan crossing is proposed between Chapel Avenue and Westbrook Close, linking residential areas on both sides of Harry Reynolds Road to the scheme.

From the Westbrook Drive junction southwards to the Chapel Street junction, it is proposed to provide additional segregation for the cycle lane with a kerb protecting it from vehicular traffic along with upgrading of footpaths. Changes to the staging of the junction and provision of cycle only signals will be considered during the detail design stage.

3.1.1.1.5. Section 5: Harry Reynolds Road – Chapel Street Junction to Fingal Bay Business Park

The proposed Cycle Scheme along this section of the route is as the previous section with 2m wide raised adjacent cycle tracks and 2m wide footpaths provided on both sides. In general, the existing kerb on the eastern side of the road will be removed and the carriageway narrowed to a minimum of 6.5m. The existing kerb line on the western side of the road will be maintained in place and amended to suit the new provision. The proposed footpath on the western side of the road will be constructed in the existing grass verge on that side.

The existing crossroads at Clonard Street will be modified to provide tighter corner radii and narrower lanes in line with the Design Manual for Urban Roads and Streets (DMURS). Cycle lanes will be on road across the junction with raised entry treatments for uncontrolled pedestrian crossings also provided as discussed in the previous section.

3.1.1.1.6. Section 6: Fingal Bay Business Park

The scheme continues in a similar fashion through this section with 2m wide raised adjacent cycle tracks and 2m wide footpath provided by narrowing the existing carriageway and relocating the existing kerb line on the eastern side of the road. Side road junctions are treated as outlined in the previous two sections and existing trees are to be removed on the eastern side throughout.

There is a section of existing footpath and off-road cycle track on the western side of the road in front of a number of building. It is proposed to remove these and to provide a varying width of self-binding material between the proposed cycle track and footpath where it is proposed to plant new trees.

3.1.1.1.7. Section 7: Exit Road from Public Carpark

From the previous section, the scheme proceeds along the northern side of the existing car park exit road by means of approximately 40m of shared surface linking between the proposed toucan crossing and a 4m wide raised adjacent two-way cycle track and 2m wide footpath.

The existing kerb line on the northern side of the road will be relocated to provide the required width and the exit road reduced to 3m in width to control speeds. The existing kerb line on the southern side of the road will be maintained.

A 4.m wide raised zebra crossing will be provided adjacent to the car park which will link to a proposed 5m wide shared surface to facilitate pedestrian and cyclist movements to and from Drogheda Street. This width will be achieved by removing some of the landscaped area to the west of the R132 roundabout.

3.1.1.1.8. Section 8: Hamilton Road

Two-way cycle tracks with buffers are proposed on both sides of Hamilton Road from the Dublin Street roundabout to just east of the gated entrance to the adjacent playing pitches to the north. An at-grade toucan crossing is proposed at this location at which point the two-way raised adjacent cycle track continues on the southern side only as far as the roundabout at Castlelands.

A new set down/drop off area and a new bus waiting area are proposed on the southern side of Hamilton Road in close proximity to the entrance to a number of schools in the area. It is proposed to narrow the existing carriageway land widths to a minimum of 3.5m with a 1m wide concrete central island also proposed. This will help manage unsafe driving behaviours at school peak times and reduce speeds along the road. These lane widths are more than adequate to cater for the volume and type of traffic anticipated along this road and are in keeping with DMURS.

3.1.1.1.9. Moylaragh Road/Chieftain's Road Roundabout

The Moylaragh roundabout will be reconfigured to provide crossing points on all arms. The existing kerb lines on the eastern and southern arms will be modified to provide appropriate radii and lane widths. Raised zebra crossings at the junction will be provide on all arms with shared spaces provided around the entire roundabout. These will allow safe and direct crossing points for all vulnerable road users.

3.1.1.1.10. Harry Reynolds/Moylaragh Road Roundabout

Harry Reynolds Roundabout will be slightly reconfigured to provide a cycle friendly roundabout in accordance with the National Cycle Manual.

The ICD of the roundabout will be reduced to 30m. This will include reducing of entry and exit widths and radii.

The circulatory carriageway will be reduced to 4.0m with a 4.0m concrete overrun.

Raised zebra crossings will be provided on all approach arms. These crossings will be set back a distance of 6m from the roundabout circulatory carriageway and shared surfaces will be provided at all crossing locations and around the entire roundabout.

3.1.1.1.11. Harry Reynolds Road/Drogheda Street Signal Controlled Junction

The existing signalised junction at this location is to be upgraded with a new toucan crossing on the northern arm and upgraded toucan crossings on the remaining two arms. Shared surfaces will be provided around the junction and will link with the existing cycle and pedestrian facilities on Drogheda Street.

3.1.1.1.12. Dublin Street Roundabout

The Dublin Street (R132) roundabout configuration will generally be maintained with some modifications. Existing kerb lines will be relocated on the northern and southern arms to provide width for shared spaces.

New raised zebra crossings and traffic islands are proposed on both the northern and southern arms to allow safe, direct crossing points for pedestrians and cyclists. The existing toucan crossing on Hamilton Road is to be maintained while a new toucan crossing is proposed at a setback on the western arm.

3.1.1.1.13. Millpond Park

The existing paths through the park will be upgraded to 3m wide paths throughout with some additional links to Vauxhall Street also provided.

Provision of additional pathways and looped routes within the park will be investigated further as part of the overall park masterplan being carried out by Fingal County Council.

3.1.1.1.14. Construction Methodology

Works will commence with the clearance and off-site removal of redundant road signage, boundary treatment, surface materials and topsoil. The works will be undertaken using a combination of operatives using hand tools, mechanical excavators and dumper trucks. To facilitate the main works, underground utilities which conflict with the main works will be uncovered using mechanical excavators and hand digging where appropriate. The need for significant utility diversions is not envisaged as part of the works; instead a 'lower and protect' approach will be favoured. This is likely to be restricted to locations where the walking and cycling facilities cross or interface with public roads.

Following the diversion of utilities, the initial pavement and cycle track construction phase will be undertaken. This will include the excavation and removal of the existing stone, soil, concrete ad bitumen materials along the route followed by the installation of new path and track base materials. Excavations will be largely undertaken by mechanical means, with any spoil arisings to be removed off site or reused locally where testing confirms its suitability. The base layers of the pavement and track are to be made of compacted stone materials.

Drainage works, likely to run in tandem with the pavement construction phase, are considered to be minimal and restricted to areas where the scheme interfaces with the public road. The drainage works at these locations are likely to be limited to the relocation of existing road gullies to take account of adjusted The works will also involve constructing the civil engineering elements required to facilitate the commissioning of the traffic signals and the public lighting elements at the latter stages of construction once all the heavy civil engineering works have been executed. Service chambers and underground duct sets will be laid within trenches and backfilled with granular

material. Signal poles and public lighting columns will be erected, and duct connections will be made to the base of each pole unit. The final pavement surface course will be laid using an asphalt paving machine followed by compaction using a vibrating roller.

For soft landscaping areas topsoil profiles will be graded to tie into the new pavement levels followed by grass seeding. The top soiling and seeding will be undertaken using a combination of mechanical excavator, tractor unit drawing a rotavator / rake / seed spreader and also operatives using hand tools for areas where machinery access is unavailable.

The project will involve the removal of redundant road signage and an existing ramp access. There will be no additional demolition works associated with this project.

3.1.1.2. A Description of the Location of the Proposed Development, with Particular Regard to the Environmental Sensitivity of Geographical Areas Likely to be Affected (Schedule 7A(1)(b)).

The pedestrian and cycleway will be constructed within the town of Balbriggan and along the existing Moylaragh Road, Chapel, Harry Reynolds Road and Hamilton Road which are maintained by Fingal County Council.

Under the Fingal Development Plan (FDP) 2017-2023 there are a number of zoning objectives adjacent to the footprint of the proposed pedestrian and cycle route. Along Moylaragh Road, the surrounding area is zoned OS-Open space, and RS-Residential. Along Harry Reynolds road between Moylaragh Road and Chapel street the surrounding area is predominantly zoned Residential. Between Chapel Street and Naul Road the surrounding area is zoned Open Space, and MC-Major Town Centre. From Naul Road and Dublin Road the area is zoned predominantly HT - High Technology, with open space and Ge-General Employment to the south. The area around the proposed route between Dublin Road and Castleland Park Avenue is zoned Major Town Centre, General Employment, Open Space, Residential, and CI - Community Infrastructure.

The following objectives have been defined for each zone under the Fingal Development Plan 2017-2023 (Fingal County Council 2017):

- **OS - Open Space**: *Preserve and provide for open space and recreational amenities. Provide recreational and amenity resources for urban and rural populations subject to strict development controls. Only community facilities and other recreational uses will be considered and encouraged by the Planning Authority;*
- **RS – Residential**: *Provide for residential development and protect and improve residential amenity Ensure that any new development in existing areas would have a minimal impact on and enhance existing residential amenity;*
- **MC - Major Town Centre**: *Protect, provide for and/ or improve major town centre facilities. Consolidate the existing Major Towns in the County, (Blanchardstown, Swords and Balbriggan). The aim is to further develop these centres by densification of appropriate commercial and residential developments ensuring a mix of commercial, recreational, civic, cultural, leisure, residential uses, and urban streets, while delivering a quality urban environment which will enhance the quality of life of resident, visitor and workers alike. The zone will strengthen retail provision in accordance with the County Retail Strategy, emphasise urban conservation, ensure priority for public transport, pedestrians and cyclists while minimising the impact of private car based traffic and enhance and develop the existing urban fabric. In order to deliver this vision and to provide a framework for sustainable development, masterplans will be prepared for each centre in accordance with the Urban Fingal Chapter objectives;*
- **HT - High Technology**: *Provide for office, research and development and high technology/high technology manufacturing type employment in a high quality built and landscaped environment. Facilitate opportunities for high technology, high technology and advanced manufacturing, major office and research and development based employment within high quality, highly accessible, campus style settings. The HT zoning is aimed at providing a location for high end, high quality, value added businesses and corporate headquarters. An emphasis on exemplar sustainable design and aesthetic quality will be promoted to enhance corporate image and identity;*
- **GE - General Employment**: *Provide opportunities for general enterprise and employment. Facilitate opportunities for compatible industry and general employment uses, logistics and warehousing activity in a good quality physical environment. General Employment areas should be highly accessible, well designed, permeable and legible; and,*

- **CI - Community Infrastructure**: *Provide for and protect civic, religious, community, education, health care and social infrastructure. Protect and promote an inclusive county, accessible to all members of the community, facilitating the sustainable development of necessary community, health, religious, educational, social and civic infrastructure. A wide range of different community facilities, civic facilities and social services exist within the County ranging from those of regional importance such as education and health facilities, to those of local and neighbourhood importance such as places of worship, community centres and childcare facilities. It is important to facilitate the development and expansion of such services in order to deliver a quality environment whilst improving the quality of life for all.*

It is not anticipated that there will be any additional land take for this project. It is considered that the proposed pedestrian and cycle way is fully compatible with the zoning requirements of the Fingal Development Plan providing a social amenity and pedestrian and cycle access complementing the residential, commercial, industrial, and community nature of the area.

The proposed Harry Reynolds Road pedestrian and cycle route does not lie within any Natura 2000 sites. There are 11no Natura 2000 sites within 15km of the site.

There are 5no. Special Areas of Conservation within 15 km of the proposed scheme. Rockabill to Dalkey Island SAC (Site Code 003000) is the closest SAC which is located off shore within the Irish Sea ca. 8km east of the proposed route. The nearest land based SAC is Boyne Coast and Estuary SAC (Site Code 001957) located to the east of Drogheda town ca. 10km north of the proposed route. Within the same area the River Boyne and River Blackwater SAC is located ca. 14km to the north of the proposed scheme. Rogerstown Estuary SAC (Site Code 000208) is located ca. 11km south and Malahide Estuary SAC (Site Code 000205) is also located south, ca. 14km from the area of the proposed pedestrian and cycle route.

The Bremore Stream and the Matt/Bracken River, within the study area, to which the surface waters from the proposed pedestrian and cycle route discharge, provide the only potential connectivity from the works area to the SAC. These watercourses, however, outfall into the Irish Sea in the area of Balbriggan and any potential hydrological link between the watercourses and the SAC is negated due to the nature and scale of the proposed project, the distance from the outfall locations to the SAC (ca. 7km) and by the dilution effects presented by the Irish Sea.

There are six SPAs within 15km of the proposed scheme. The closest SPA to the proposed scheme is the River Nanny Estuary and Shore SPA (Site Code 004158) which is located ca. 5km north of the proposed works area. Skerries Islands SPA (Site Code 004122) is located off shore within the Irish Sea ca. 6km east of the proposed route. Similarly located within the Irish Sea is Rockabill SPA which is ca. 8km east of the proposed route. To the south Rogerstown Estuary SPA (Site Code 004015) is ca. 11km from the nearest area of the route and further south Broadmeadow/Swords Estuary SPA (Site Code 000205) is located ca. 14km from the proposed pedestrian and cycle route. The two watercourses within the study area, to which the surface waters from pedestrian and cycle route works areas discharge, provides the only potential connectivity from the works area to the SPA. These watercourses, however, outfall into the Irish Sea in the area of Balbriggan and any potential hydrological link between these watercourses and the SPA to the north is negated due to the nature and scale of the proposed project, the distance from the outfall locations to the SPA (ca. 4km) and by the dilution effects presented by the Irish Sea. There is no physical connectivity, in the form of hedgerows, treelines or woodlands, from the proposed pedestrian and cycle route area to any SPAs. There is no direct hydrological link in the form of surface water pathways from the proposed area of works to any SPAs. The distance from the proposed works area to the SPAs negates any potential groundwater connectivity between the works area and any SPA. As any connecting pathways from the proposed works area to the aforementioned SPAs have been ruled out, potential impacts from the proposed project on any of the bird species or supporting habitats within the SPAs are not anticipated. Certain bird species, for which the SPA sites are designated, have the potential to feed within the wider landscape away from the habitats associated with the SPAs. The bird species using surrounding fields and habitats for feeding and foraging will not be impacted by the construction or operation of the pedestrian and cycle route as the area of the route is entirely along carriageways and roadways within the urban setting of Balbriggan town and habitats capable of supporting bird species associated with the SPAs are not found within the route of the proposed pedestrian and cycle track.

There is 1no. Natural Heritage Area (NHA) within 15km of the site. Skerries Island Natural Heritage Area is located ca. 6km to the south east of the site at an offshore location. There is potential for a hydrological link

between Skerries natural heritage area and the proposed development via the Bremore stream and Matt/Bracken River. However, as discussed above both these watercourses outfall into the Irish Sea in the area of Balbriggan and any potential hydrological link between the watercourses and the NHA is negated due to the nature and scale of the proposed project, the distance from the outfall locations to the NHA (ca. 6km) and by the dilution effects presented by the Irish Sea. There are 9no. proposed Natural Heritage Areas (pNHA) within 15km of the site. Knock Lake pNHA, is located ca. 2km south west of the site. There is no hydrological linkage between the proposed development and Knock Lake or any of the other pNHAs within 15km of the site.

Therefore, there are no anticipated impacts on the surrounding Natura 2000 sites, NHAs or pNHAs from the proposed development.

There are 3no. records of archaeological and historical interest as recorded on webgis.archaeology.ie/historicenvironment/. A Church and parochial house is located within 100m of the junction of Harry Reynolds Road and the Dublin Road. A watermill/ store warehouse is recorded 150m north of the junction of Harry Reynolds Road and the Dublin Road.

The National Inventory of Architectural Heritage (NIAH) describes the church as follows;

> *"Detached three-bay gable-fronted Gothic Revival Roman Catholic church, built 1842, with seven-bay side elevation. Designed by Patrick Byrne. Two-bay chancel to rear, c.1890 designed by George Coppinger Ashlin. The dedication sermon was preached by Fr. Theobald Matthew, Apostle of Temperance. Harry Clarke windows in interior. Roof: Double pitched; slate; limestone coping to gable ends; apex of each gable has a limestone cross; cast-iron rainwater goods; second double pitched chancel roof; with lower double pitched roof perpendicular. Walls: Coursed limestone rubble with ashlar limestone quoining; buttresses and surrounds to opening & plinth course; coping to parapet & string courses follows line of window; 1890's extension (chancel) is faced in rockfaced limestone with smooth ashlar limestone dressing; west façade is flanked by octagonal pillars set on square bases. Openings: Ground floor; pointed headed arched chamfered limestone window architraves; timber frames with leaded and stained glass insets; lancet windows with limestone hood moulding and ashlar limestone dress openings; windows in upper register are tall; main entrance contains chamfered eliptical headed architrave rectangular hood moulding with carved limestone spindles two leaf carved limber door with quatrefoil design timber overlight. Ground floor: pointed headed arched chamfered limestone window architraves; timber frames with leaded and stained glass insets (3) with limestone hood mouldings and ashlar limestone dressed openings (4) chamfered elliptical headed architrave rectangular headed hood moulding with carved limestone spindles; main entrance contains curved timber door with quatrefoil design. Interion: 60 foot nave divided by timber arcade into nave and side aisles; timber grained ceiling; organ gallery; chancel; all added by Ashlin, Harry Clarke stained glass windows."*

The parochial house is described by the NIAH as;

> *"Detached four-bay two-storey parochial house, c.1905, with central canted bay windows flanked by gabled breakfronts. Three-bay two-storey house to rear, linked to main house by flat-roofed single-storey structure. Roof: Double pitched roof with gabled breakfront ends; with subsidiary hipped roofs covering bays of slate with clay ridge tiles with rendered chimney stacks & plain terracotta pots; hipped natural slate roof with subsidiary double pitched slate roof covers house joined to rear elevation of main house; moulded cast-iron gutters & square profile downpipes with ornate ties. Walls: Raised rockfaced limestone plinth course with walls nap rendered entirely lined & ruled with rockfaced limestone quoining, with recessed rendered roundel plaques bearing quatrefoils with crosses with pointed arched hood moulding over each rounded to flanking breakfront gables. Openings: Pointed arched window openings, rendered soffits reveals & limestone cills surrounding 1/1 timber sash windows upper sash pointed to fit opening two pointed arched door openings with ashlar limestone hood moulding & block & start surround & voussoir."*

The watermill/ store warehouse is described by the NIAH as;

> *''A 19th-century mill complex occupied the site of a mill marked on the Down Survey (1655-6) map. It is mentioned in the Civil survey (1654-6) , the proprietor being Peter Barnewall (Simington R. c. 1945, 6). Now the Cornmill apartment complex.*
>
> *Detached eight-bay four-storey former warehouse, c.1860, with extension to rear, c.1970. Now disused. Three corrugated-iron silos to rear of site. Roof: Double pitched; slate rooflight; cast-iron rainwater goods; full height red brick; square profile chimney stack adjoined to side elevation. Walls: Coursed limestone rubble plinth course; rough cast render walls which conceal coursed limestone rubble walls; Openings: Square headed windows granite cills; early red brick dressed openings; multipane metal casement windows; some blocked up; Square headed steel door; multi-pane overlight reached by ten limestone steps to extreme left bay.''*

Based on the findings of the Architectural Heritage Survey prepared by John Cronin and Associates (2019) for the proposed development, there will be no significant impacts on architectural or cultural heritage from the proposed development.

A flood risk assessment has been carried out by Atkins (2020) for the proposed development and concludes that the proposed development is not at risk of flooding as follows;

> *''The upgrade works to the existing carriageway are minimal, there will be no regrading or change to existing levels across the scheme. The most noticeable change is the proposed removal of grassed verges along the carriageway. Although the removal of the grassed verge may increase the surface water runoff, it is assumed that this will be negligible and will not significantly contribute to the existing surface water runoff from the Harry Reynolds Road discharging to the Irish Sea.*
>
> *Fluvial flood risk to the north east section of the scheme from the Bremore River is predicted to occur from a 1 in 1000 year event, classifying this section of the scheme as lying within Flood Zone B. As the works in this area along Drogheda Street are limited to resurfacing only, it is not anticipated that the works will increase the flood risk at this location or elsewhere.*
>
> *Fluvial and coastal flood risk at the intersection of the Harry Reynolds Road scheme upgrade and the Bracken River is predicted to occur from a 1 in 100 year and 1 in 200 year event respectively, classifying this section of the scheme as lying within Flood Zone A. From review of the predicted flood plain extents, the topographical survey completed for this scheme and a review of the watercourse, it is not anticipated that this section of the Harry Reynolds Road is at risk of fluvial or coastal flooding from the Bracken River. Therefore, based on the Stage 1 - Flood risk identification findings discussed above, the flood risk study shall be concluded at this point as the scheme is not at risk from flooding.''*

The aspects of the environment which could potentially be significantly affected by the proposed development are evaluated further within Section 3.2.2 of this report ('Location of proposed development - The environmental sensitivity of geographical areas likely to be affected by the proposed development') as required under Schedule 7 of the relevant regulations.

3.1.2. Description of Aspects of the Environment Likely to be Significantly affected by the Proposed Development (Schedule 7A (2)).

The proposed Harry Reynolds Road pedestrian and cycle route does not lie within any Natura 2000 sites, nature reserves or existing/ proposed natural heritage areas (detailed further in Section 3.2.2 of this report). There are 11no. Natura 2000 sites within 15km of the site as detailed further in Section 3.2.2 of this report.

As detailed previously, the closest designated SPA/ SAC site to the proposed pedestrian and cycle route is River Nanny Estuary and Shore SPA/ SAC which is located ca. 5km north of Balbriggan town along the coastline east of Julianstown. The two watercourses within the study area, to which the surface waters from pedestrian and cycle route area discharge, provides the only potential connectivity from the works area to the SPA. These

watercourses, however, outfall into the Irish Sea in the area of Balbriggan and any potential hydrological link between these watercourses and the SPA to the north is negated due to the nature and scale of the proposed project, the distance from the outfall locations to the SPA (ca. 5km) and by the dilution effects presented by the Irish Sea. According to the Stage 1 Appropriate Assessment Report prepared by Atkins (2019) the absence of hydrological or physical connection to the Natura 2000 sites suggests that there will be no significant impact on these Natura 2000 sites from the proposed development. Any potential hydrological link between the watercourses and Skerries Island NHA (ca. 6km to the south east of the site) is negated due to the nature and scale of the proposed project, the distance from the outfall locations to the NHA (ca. 6km) and by the dilution effects presented by the Irish Sea. There is no hydrological linkage between the proposed development and Knock Lake or any of the other pNHAs within 15km of the site.

The only other relevant aspects of the environment (including human health) which could potentially be significantly affected by the proposed development are the receiving groundwater and surface water environment, air quality environment, the receiving noise and vibration environment, and the receiving traffic environment, during the construction phase.

The works will mainly involve the excavation of existing roadside verges to a maximum anticipated depth of 0.5m bgl. It is not anticipated that the construction works will encounter or have a significant impact on groundwater at this depth.

Works adjacent to the Bremore Stream will involve the excavation of the existing verge and laying of sub-base stone material before overlaying with asphalt and painting to create the cycleway. The stream is culverted at this junction. In the vicinity of the Bracken/ Matt River the works will be limited to the widening of the existing pavement to a width of 3m. Due to the nature and the extent of the works it is not anticipated that there will be a significant impact on the Bremore Stream and Bracken/ Matt stream. The Contractor will also be obliged to prepare a project specific Construction Environmental Management Plan (CEMP), prior to commencement of the proposed development, which will include specific mitigation measures to be implemented to fully address any potential surface water impacts and monitoring should this be necessary.

Small amounts of dust may be generated during the construction phase of the proposed development. Construction will require the use of machinery and the presence of such machines may result in a temporary increase of noise and /or vibration. However, management of dust will be in line with relevant best practice measures such as those set out in 'Guidelines for the Treatment of Air Quality During the Planning and Construction of National Road Schemes' (NRA, 2011). Noise levels will not exceed the indicative levels of acceptability for construction noise in an urban environment as set out in the NRA guidance 'Good Practice Guidance for the Treatment of Noise during the Planning of National Road Schemes' (NRA, 2014). The Contractor will also be obliged to prepare a project specific Construction Environmental Management Plan (CEMP) prior to commencement of the proposed development, which will include specific mitigation measures to be implemented to fully address any potential air quality / dust emissions, noise / vibration nuisance, and onsite noise / vibration monitoring should this be necessary. During the operational phase of the project the speed limit along the route will be reduced from 60kmph to 50kmph, which will result in a positive impact on noise and air quality along the project route.

Due to the scale and nature of the project it is anticipated that there may be impacts on traffic volumes will during the construction works for the project. The roadworks will be carried out on a phased basis on either northbound or southbound lanes. A traffic light system will be maintained through the works area to ensure that traffic is controlled and continues to flow through the works.

During the operational phase of the project it is estimated that the capacity of the road will be reduced from 1300 vehicles / hour to 900 vehicles / hour. This is well above the maximum volumes through the scheme of 600 vehicles per hour (Atkins 2018-Transport Assessment Technical Note Ref; 5165984DG0038). Therefore, it is not anticipated that there will be significant impact on traffic volumes.

It is considered that there will be no significant negative impact on traffic during the construction and operational phase of the project.

During the operational phase of the proposed development the receiving environment, (including human health), is not likely to be significantly affected by the proposed development.

The aspects of the environment which could potentially be significantly affected by the proposed development are evaluated further within Section 3.2.2 of this report *('Location of proposed development - The environmental*

sensitivity of geographical areas likely to be affected by the proposed development') as required under Schedule 7 of the relevant regulations.

3.1.3. A Description of Any Likely Significant Effects (To the Extent of The Information Available on Such Effects) of The Proposed Development on The Environment (Schedule 7A(3)).

3.1.3.1. The Expected Residues and Emissions and the Production of Waste where relevant (Schedule 7A (3)(a)).

The proposed development may give rise to the following residues and emissions: air emissions (fugitive dust, vehicular pollutants including nitrogen oxides, volatile organic compounds, carbon monoxide, carbon dioxide, particulates, sulphur dioxide and lead), noise emissions, and water emissions (storm water run-off). However, as detailed previously, no significant increases in vehicular traffic are expected during the construction phase, due to the nature and scale of the proposed development; hence there will be no significant increase in vehicular emissions / pollutants to the receiving environment. As outlined above standard mitigation measures will be implemented by the Contractor with regards to onsite air quality to address potential fugitive dust emissions, and potential noise emissions during the construction phase. The Contractor will ensure that all onsite storm water management during the construction phase is carried out in accordance with relevant best practice measures as set out in Construction Industry Research and Information Association (CIRIA) guidance 'C532 - Control of Water Pollution from Construction Sites'.

The construction phase of the development may generate waste such as metals, construction and demolition waste, obsolete road signage, plastic wrapping, wooden pallets or waste electrical and electronic equipment (WEEE). Objective RF93 of the Fingal Development Plan (2017-2023) seeks to;

"Encourage the recycling of construction and demolition waste to reduce the need for Extraction".

Waste soil may be generated during the excavation of the verges for the foundations for the cycleway. All soil should be tested as required, prior to recovery/disposal at an appropriately licenced, permitted or registered facility waste disposal/ recovery.

All waste will be removed on a regular basis from the onsite work area to the site compound where it will be segregated and temporarily stored before being recycled or disposed of by the Contractor to an appropriately licenced waste recovery or waste disposal facility. All waste generated during the proposed development will be disposed of by the Contactor in accordance with all relevant waste management legislation.

The Contractor will be obliged to prepare a project specific Construction Environmental Management Plan (CEMP) prior to commencement of the proposed development, which will include specific mitigation measures to be implemented to fully address any potential air quality (including dust), noise or storm water emissions (and onsite noise monitoring should this be necessary), along with specific waste management procedures and objectives, and disposal / recovery routes for each waste stream.

The operational phase of the project should be accompanied by an increase in bicycle traffic and an associated reduction in vehicular traffic. In addition, the speed limit for the route will be reduced from 60kpm to 50kpm. Therefore, there will be a positive impact on noise levels and emissions to air during the operational phase.

3.1.3.2. The Use of Any Natural Resources in particular soil, land, water and biodiversity (Schedule 7A (3)(b)).

Natural resources in the area are not required to facilitate the provision of this project (during both the construction and operational phases. The cycleway will be constructed within the corridor of the existing road network. The existing pathways within Bracken River Park will be widened to 3m to facilitate cyclists. Therefore, there will be no additional land take from the project. A detailed evaluation of the environmental setting of the proposed development, with regards to existing natural resources, is presented below.

3.1.3.2.1. Soil

The majority of the cycleway will be constructed within the existing road verges. Waste soils and construction waste generation will be minimised during the proposed installation works, in accordance with Objective RF93 of the Fingal Development Plan 2017-2023 (FCC, 2017) as detailed previously. The appointed Contractor will be responsible for preparing a site-specific CEMP which will fully address the management and disposal of all potential waste soils which may be generated by the proposed development. Soil will be excavated to an anticipated maximum depth of 0.5m bgl to facilitate the foundation for the cycleway and the ducting for the signalling associated with the scheme. Soils may be reused onsite where suitable. Any soil which requires disposal offsite will be tested prior to being transported offsite by a permitted waste carrier to a licenced, permitted or registered soil recovery/ disposal facility. Engineering grade fill material (hardcore or similar) will be imported to the site during the proposed works. The use of other natural resources with respect to soils and land will not be required arising from the proposed development.

3.1.3.2.2. Groundwater

The groundwater status in the vicinity of Balbriggan is 'Good' for the 2010-2015 period (EPA, 2019). The risk of the groundwater body not achieving 'Good' status in accordance with the EU Water Framework Directive (WFD) north of the site is currently under review. To the south the groundwater risk is determined as being probably at risk of not achieving good status with the objective under the groundwater directive to protect it (WFD Ireland 2019). GSI have reported a 'Low' and 'Moderate' vulnerability rating within the majority of the study area (GSI 2018). At the very southern end of the scheme GSI have reported a 'High' and 'Extreme' vulnerability rating (GSI 2018). Groundwater may be encountered within three metres of ground level at the southern end of the scheme. To the north of the scheme the aquifer is identified as being a "Locally Important Aquifer - Bedrock which is Generally Moderately Productive." To the very south the aquifer is identified as being a "Poor Aquifer - Bedrock which is Generally Unproductive except for Local Zones" Taking account of the proposed excavation depths and in particular to the southern end of the scheme it is highly unlikely that shallow groundwater will be intercepted during the proposed development; hence dewatering is unlikely to be carried out during the construction phase. The use of other natural resources with respect to groundwater will not be required arising from the proposed development.

3.1.3.2.3. Surface Water.

The proposed works area will cross the Bremore and Matt/ Bracken River. The water quality of these watercourses have not been assigned. Works adjacent to the Bremore Stream will involve the excavation of the existing verge and laying of sub-base stone material before overlaying with asphalt and painting to create the cycleway. The stream is culverted at this junction. In the vicinity of the Bracken/ Matt River the works will be limited to the widening of the existing pavement to a width of 3m. Due to the nature and the extent of the works it is not anticipated that there will be a significant impact on the Bremore Stream and Bracken/ Matt stream. The Contractor will also be obliged to prepare a project specific Construction Environmental Management Plan (CEMP) prior to commencement of the proposed development, which will include specific mitigation measures to be implemented to fully address any potential surface water impacts and monitoring should this be necessary.

3.1.3.3. Biodiversity

The proposed Harry Reynolds Road pedestrian and cycle route does not lie within any Natura 2000 sites. As detailed previously, the closest designated SPA/ SAC site to the proposed pedestrian and cycle route is River Nanny Estuary and Shore SPA/ SAC which is located ca. 5km north of Balbriggan town along the coastline east of Julianstown. The two watercourses within the study area, to which the surface waters from pedestrian and cycle route area discharge, provides the only potential connectivity from the works area to the SPA. These watercourses, however, outfall into the Irish Sea in the area of Balbriggan and any potential hydrological link between these watercourses and the SPA to the north is negated due to the nature and scale of the proposed project, the distance from the outfall locations to the SPA (ca. 5km) and by the dilution effects presented by the Irish Sea. According to the Stage 1 Appropriate Assessment Report prepared by Atkins (2019) the absence of hydrological or physical connection to the Natura 2000 sites suggests that there will be no significant impact on these Natura 2000 sites from the proposed development. Any potential hydrological link between the watercourses and Skerries Island NHA (ca. 6km to the south east of the site) is negated due to the nature and scale of the proposed project, the distance from the outfall locations to the NHA (ca. 6km) and by the dilution

effects presented by the Irish Sea. There is no hydrological linkage between the proposed development and Knock Lake or any of the other pNHAs within 15km of the site.

There is one nature reserve within 15km of the site. Rogerstown Estuary nature reserve is located ca. 11km south east of the site. There is no direct hydrological connection between the proposed development and this site and thus, no significant impact is anticipated to Rogerstown Estuary nature reserve.

The proposed development is located generally within the existing footprint of Harry Reynolds Road and associated side roads. The works will incorporate areas of managed grassed verges with limited biodiversity and habitat potential. The works may require the removal of a number of immature tree species along the route. The works within Bracken River Park will involve the widening of existing pathways to a maximum width of 3m into grassy areas.

The use of other natural resources with respect to biodiversity will not be required arising from the proposed development. No significant impacts are anticipated with respect to the biodiversity of the area.

Therefore, based on the environmental setting, and taking account of the nature, scale and location of the proposed development, other than standard construction materials, the proposed development (during both construction and operational phases) will not require the use of any natural resources.

3.1.4. The Compilation of The Information at Paragraphs 1 To 3 Shall Take into Account, where Relevant, the Criteria set out in Schedule 7 (Schedule 7A(4)).

All relevant criteria set out in Schedule 7 of the Regulations is presented in Section 3.2 *('Criteria for Determining Whether Development Listed in Part 2 of Schedule 5 Should be subject to an EIA')* of this screening report.

During the preparation of Sections 3.1.1 to 3.1.3 (i.e. Schedule 7A (1) to (3)) all pertinent Schedule 7 information has been taken account of as required, with specific details presented in the following section of this report (Section 3.2).

3.2. Criteria for Determining Whether Development Listed in Part 2 of Schedule 5 Should be subject to an EIA

3.2.1. Characteristics of proposed development (Schedule 7(1))

3.2.1.1. The size and design of the whole of the proposed development (Schedule 7(1)(a))

To the northeast extent of the study area the proposed route of the Harry Reynolds Road Pedestrian and Cycleway scheme extends from Drogheda Street in a westerly direction along Harry Reynolds Road where the scheme continues onto Chieftain`s Drive, adjacent to Moylaragh Road. The proposed route heads from the northern sections in a southward direction along Harry Reynolds Road before crossing the R132 onto Hamilton Road. The proposed route extends over approximately 2.2km of urban road carriageway. The planning boundary of the site incorporates an area of ca. 7ha. The proposed scheme is off road and within the existing verges along its entire length with the exception of Chieftain`s Drive. The project will involve the creation of a cycleway within the existing verges and pathways which will include foundation layers, drainage, ducting, surface layers, road markings and signage.

3.2.1.2. 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 Act and/or development the subject of any development consent for the purposes of the Environmental Impact Assessment Directive by or under any other enactment (Schedule 7(1) (b))

3.2.1.2.1. Committed Development

A search of Fingal County Council Planning records has been undertaken for the applications submitted within the last 7 years in the vicinity of Harry Reynolds Road. The site is located within the town of Balbriggan and therefore there were in excess of 100no. planning applications made within the past 7 years. This search

identified 28no. developments which it was considered could possibly result in potential cumulative impacts with the proposed development. 23no. granted applications have either already been constructed, are small scale in nature (i.e. extension works or property retention works) or are considered to be of a reasonable distance from the proposed works and therefore they have not been considered further in terms of potential cumulative impacts. The remaining 9no. projects are committed developments which have not yet been built or are currently under construction. These developments are presented in Table 3-1.

Table 3-1 - Committed Developments in the Vicinity of Harry Reynolds Road

Planning Ref	Decision Date	App. Name	Location	Description of Development
F17A/0484	21/12/2017	Carragoon Construction Ltd	Off Hamlet Lane, Balbriggan, Co. Dublin	Demolition of existing derelict bungalow & construction of 9 houses in three blocks containing 3 houses each, with floor areas of 127.7 sq.m. each with associated new vehicular and pedestrian access from Hamlet Lane, internal road with provision for turning, footpaths, landscaping, boundary treatments, lighting, Suds drainage, piped and other services and all other ancillary development works necessary to facilitate the development.
F15A/0288	15/02/2019	Flexillis Power Limited.	Stephenstown Industrial Estate, Glebe North, Balbriggan, Co. Dublin.	Small scale embedded generation facility. The proposed development will comprise of the installation of three (3) low carbon engine generating sets, four (4) battery storage units, a hardstanding area, fuel storage tanks, an electrical control building of approximately 14 m. length, 6 m. breadth and height of 5 m., associated site roads and site works. The site is approximately 40m. x 80m. (0.3ha)
F16A/0066	15/08/2016	Eiregramco Ltd.	Site 1, Stephenstown Industrial Estate, Balbriggan, Co. Dublin.	The construction of 1 no. single storey warehouse unit and 1 no. single storey detached office accommodation, associated signage and all ancillary site works.
F15A/0190	24/07/2015	Plant Systems Limited	Site No.8, Stephenstown Industrial Estate, Balbriggan, Co. Dublin	The construction of 2 no. industrial units. (1) Will consist of offices, retail / services area and workshop. (2) Will consist of a roof covered open machinery storage area. To include machinery display area and all associated site work.
F18A/0169	03/07/2018	Techcrete Holdings Limited.	Stephenstown Industrial Estate, Balbriggan, Co Dublin, K32 W665	The development will consist of an extension to the Precast Concrete Panel Production Facility. The works will consist of a 1,353m² extension to the Production Facility (Block 3) and a 30 meter extension to the external gantry crane, a 185m² single storey extension to the finishing Hall (Block 4), a 370m² Insulation Shed (Block 5), additional staff parking adjacent to the Office Building (Block 1) and associated site development works.
F15A/0550	03/10/2016	Crescent Park Properties Ltd.	Lands off the Naul Road, Balbriggan, Co. Dublin	The development will consist of (i) 148 no. dwellings (4 no. part 3 storey/part 2 storey boulevard blocks containing 20 no. dwellings, 127 no. 2 storey semi-detached dwellings and 1 no. single storey detached dwelling), comprising of 115 no. three bed units and 33 no. four bed units with on curtilage car parking, private open space, internal roads, footpaths, cycle tracks, public open space, children's play area, 1 no. crèche facility,

Planning Ref	Decision Date	App. Name	Location	Description of Development
				landscaping, boundary treatments, street lighting, Sustainable Drainage Systems (SuDS), piped and other services, ESB substations and ancillary site development works necessary to facilitate the development; (ii) single storey crèche facility (345 sq.m.), staff car parking, drop off and outdoor play area; (iii) Provision of a Class 1 public park located to the west of Bremore Pastures and Hastings Lawn, south of Flemington Lane and north west of proposed development, consisting of a full size all weather GAA playing field, full size soccer pitch, full size GAA pitch, dog training and exercise area; footpath and cycle ways, pedestrian access from Bridgefoot Road, single storey (182 sq.m.) changing room building, car park, and access road to connect to Hamlet Lane to the east. The public car park will be linked to the proposed residential development via distributor road previously permitted under Reg. Ref. F08A/1329. Permission is also sought to amend the location within Class 1 public park of approved Class 1 public open space arrangements for previously permitted developments: Reg. Ref. F04A/0745, Reg. Ref. F05A/0323, Reg. Ref. F08A/1329, Reg Ref. F11A/0442, Reg. Ref. F13A/0240 and Reg. Ref. F14A/0381. The site is located north of Coláiste Ghlor na Mara temporary school site, south west of Martello housing estate, west of the Moylaragh housing estate and north west of St. George's National School.
F18A/0266	13/08/2018	Glenveagh Homes Ltd	Lands off the Naul Road, Balbriggan, Co. Dublin	Development comprising alterations to eastern section of previously approved planning application Reg. Ref. F15A/0550. 66 no. dwellings were approved on this eastern section (64 no. two-storey, three-bed semi-detached dwellings; and, 2 no. two-storey, four-bed semi-detached dwellings). 78 no. dwellings are now proposed at this eastern section (8 no. two-storey, four-bed semi-detached dwellings; 22 no. two-storey, three-bed semi-detached dwellings; 18 no. two-storey, three-bed terrace dwellings; and, 30 no. two-storey, two-bed terrace dwellings). No alterations are proposed to the Class 1 public park and associated works located to the west of Bremore Pastures and Hastings Lawn, south of Flemington Lane approved under Reg. Ref. F15A/0550. The development includes landscaping, boundary treatments, street lighting, SuDS drainage, piped and other services and ancillary site developments works necessary to facilitate the development.

Planning Ref	Decision Date	App. Name	Location	Description of Development
F19A/0361	30/09/2019	Dublin & Dun Laoghaire Education	Ardgillian Community College, Castlelands, Balbriggan, Co. Dublin	Installation of a single prefabricated temporary accommodation building, comprising of 2 general classrooms, construction studies classroom with preparation room, and accessible WC., along with all associated site works.
F19A/0552	14/01/2020	Board of Management (Gaelscoil Bhaile Brigín)	(Gaelscoil Bhaile Brigin), Castlelands, Balbriggan, Co. Dublin.	A two-storey extension, alteration to the existing school and all associated site works. The proposed extension would result in two additional Autism Spectrum Disorder (ASD) base classrooms. The applicant is not proposing any additional parking.

All 9no. projects have been further evaluated with respect to cumulative impacts with the proposed Harry Reynolds Road Pedestrian and Cycleway, as follows;

- **Carragoon Construction Ltd. Development of 9 Houses, Off Hamlet Lane, (F17A/0484). Granted 21/12/2017**

  This project will be constructed 300m north of the proposed Harry Reynolds Road Pedestrian and Cycleway. As this project is located 300m north of the scheme it is not considered that cumulative impacts from air noise and dust, groundwater and surface water will be significant. There may be a cumulative impact on traffic; however due to the nature and scale of the project it is not anticipated that there will be a significant cumulative impact on traffic. The contractor for the proposed development will provide a traffic management plan for the works along Harry Reynolds road to ensure minimal impact on traffic. There is no significant impact anticipated from the operational phase.

- **Flexillis Power Limited. Small scale embedded generation facility (F15A/0288). Granted 15/02/2019**

  This project will be constructed in Stephenstown Industrial Estate to the south end of Harry Reynolds Road. This is a relatively small project and due to the size and scale of this project it is not likely to have a significant impact on the proposed development.

- **Eiregramco Ltd. 1no. single storey warehouse unit, Site 1, Stephenstown Industrial Estate (F16A/0066) Granted 15/08/2016**

  This project will be constructed in Stephenstown Industrial Estate to the south end of Harry Reynolds Road. This is a relatively small project and due to the size and scale of this project it is not likely to have a significant impact on the proposed development.

- **Plant Systems Limited. 2no. industrial units at Stephenstown Industrial Estate, (F15A/0190) Granted 24/07/2015**

  This project will be constructed in Stephenstown Industrial Estate to the south end of Harry Reynolds Road. This is a relatively small project and due to the size and scale of this project it is not likely to have a significant impact on the proposed development.

- **Techcrete Holdings Limited. Extension to the Precast Concrete Panel Production Facility at Stephenstown Industrial Estate (F18A/0169). Granted 03/07/2018**

  The site is located 500m west of southern end of Harry Reynolds Road. Access to this site from the M1 motorway is most probably from the R122 and traffic is unlikely to use Harry Reynolds road in significant volumes. There is potential cumulative impact from noise and dust during construction; however as the proposed project is 500m from the proposed development and due to the scale and nature of this project it is not likely to be significant. During the operational phase of this project there may be increased traffic volumes in the general area, however, access is likely to be via the M1 and R122 and unlikely to significantly impact on Harry Reynolds Road.

- **Crescent Park Properties Ltd. 148no. dwellings at lands off the Naul Road, Balbriggan, Co. Dublin (F15A/0550) Granted 03/10/2016**

  The site is located 500m west of the proposed development at Harry Reynolds Road. Access to this site from the M1 motorway is most probably from the R122 and traffic is unlikely to use Harry Reynolds road in significant volumes and therefore there is not anticipated be a significant cumulative impact on traffic from this site. There may be a cumulative impact from noise, dust and air emissions from the site. However, as this project is 500m from the proposed development, it is not anticipated that it will have a significant negative cumulative impact.

- **Glenveagh Homes Ltd 66no. Dwellings at Lands off the Naul Road, Balbriggan, Co. Dublin (F18A0266). Granted 13/08/2018**

  The site is located 1km west of the proposed development. Access to this site from the M1 motorway is most probably from the R122 and traffic is unlikely to use Harry Reynolds road in significant volumes and therefore there is not anticipated be a significant cumulative impact on traffic from this site. There may be a cumulative impact from noise, dust and air emissions from the site. However, as this project is 1km from the proposed development, it is not anticipated that it will have a significant negative cumulative impact.

- **Dublin & Dun Laoghaire Education, Installation of a single prefabricated temporary accommodation building at Ardgillian Community College, Castlelands, Balbriggan, Co. Dublin (F19A/0361). Granted 30/09/2019**

  The site is located at the southern-most section of the proposed development (i.e. the subject lands of this assessment). The nature of the recently permitted development (F19A/0361) is small scale and comprises the construction of a single prefabricated temporary accommodation building (two general classrooms, construction studies classroom with preparation room, and accessible WC) along with all associated site works. Construction related activities will be focused primarily on the location of the proposed prefabricated temporary accommodation within the existing car park, ca. 200m away from the southern-most section of the proposed development. Existing access to the school and car park is via. Castlelands Park Avenue, and this will be the assumed access point for the construction phase. The proposed works (i.e. the subject activities of this assessment) do not extend along Castlelands Park Avenue. Therefore given the nature and scale of the committed development, should these works occur at the same time as the proposed development, cumulative impacts (with regard to noise / dust / water management nuisance issues, and construction related traffic impacts) will not arise. Furthermore given the nature and scale of the committed development, no potential cumulative impacts during the operational phase will arise.

- **Board of Management (Gaelscoil Bhaile Brigín), two-storey extension and alteration to the existing school at Gaelscoil Bhaile Brigin, Castlelands, Balbriggan, Co. Dublin (F19A/0552). Granted 14/01/2020**

  The site is located at the southern-most section of the proposed development (i.e. the subject lands of this assessment). The nature of the recently permitted development (F19A/0552) is small scale and comprises the construction of a two-storey extension and alteration to the existing school at Gaelscoil Bhaile Brigin. Construction related activities will be focused to the rear of the existing school, within lands which are currently landscaped, ca. 200m away from the southern-most section of the proposed development. There are two potential access routes to the school, via. Harry Reynolds Road, or via. Castlelands Park Avenue. Existing public access to the school and car park is via. Castlelands Park Avenue, and this will be the assumed access point for the construction phase (on the basis that this is the closest access point and the safest given the location of ball courts and sports hall to the rear of the school). The proposed works (i.e. the subject activities of this assessment) do not extend along Castlelands Park Avenue. Therefore given the nature and scale of the committed development, should these works occur at the same time as the proposed development, cumulative impacts (with regard to noise / dust / water management nuisance issues, and construction related traffic impacts) will not arise. In the highly unlikely event that construction related traffic do use the Harry Reynolds Road access point, it is considered that the volume of construction related traffic would be very low, and the duration of works would be short-term, and so would not give rise to potential cumulative impacts (in combination with the proposed development). Furthermore given the nature and scale of the committed development, no potential cumulative impacts during the operational phase will arise.

3.2.1.3. The nature of any associated demolition works (Schedule 7(1)(c))

The project will involve the removal of redundant road signage. There will be no additional demolition works associated with this project.

3.2.1.4. The use of natural resources, in particular land, soil, water and biodiversity (Schedule 7(1)(d))

Other than standard construction materials, the proposed development (during both construction and operational phases) will not require the use of any natural resources. There will be no additional land take. No significant impact is anticipated.

3.2.1.5. The production of waste (Schedule 7(1)(e))

The construction phase of the development may generate waste such as metals, construction and demolition waste, (notably concrete and asphalt), plastic wrapping or wooden pallets but the waste will be removed to the site compound where it will be stored before it is recycled or disposed of at a licensed waste facility. Any soil requiring removal offsite will be tested as required prior to transportation by a permitted waste carrier to an appropriately licenced, permitted or registered waste facility. Road sweeping arisings will be taken back to a licenced depot for disposal. Where this is not possible suitable contained skips free from leaks shall be provided

for the disposal of arisings. Any waste paint will be stored in bunded containers and removed offsite to an appropriately licenced waste recovery/ disposal facility. Objective RF93 of the Fingal Development Plan (2017-2023) seeks to;

"Encourage the recycling of construction and demolition waste to reduce the need for Extraction".

All other waste will be removed on a regular basis from the onsite work area to the site compound where it will be segregated and temporarily stored before being recycled or disposed of by the Contractor to an appropriately licenced waste recovery or waste disposal facility. All waste generated during the proposed development will be disposed of by the Contactor in accordance with all relevant waste management legislation. The Contractor will be obliged to prepare a project specific Construction Environmental Management Plan (CEMP) prior to commencement of the proposed development, which will include specific waste management procedures and objectives, and disposal / recovery routes for each waste stream. During the operational phase of the proposed development no waste generation is expected.

3.2.1.6. Pollution and nuisances (Schedule 7(1)(f))

There will be minimal impact on the Bremore Stream and the Matt/Bracken River due to the limited nature of works proposed to be carried out adjacent to these watercourses. The works will generally involve the excavation of roadside verges, the laying of stone base layers and bituminous surface layers. The vast bulk of materials will be solid materials therefore the potential for impact on the water courses is not considered to be significant.

The cycle way will be constructed within the existing Harry Reynolds Road corridor which passes between a large number of residential, commercial and industrial areas. Dust may be generated during the construction phase which has the potential to impact on human health. However, management of dust will be in line with best practice such as that set out in 'Guidelines for the Treatment of Air Quality During the Planning and Construction of National Road Schemes' (NRA, 2011).

Construction will require the use of machinery such as excavators and paving equipment etc. and the presence of such machines may result in a temporary increase of noise. Standard construction practices including noise blankets and switching off machinery not in use etc will ensure that noise will not be a significant impact on neighbouring residential property. Noise levels will not exceed the indicative levels of acceptability for construction noise in an urban environment as set out in the NRA guidance 'Good Practice Guidance for the Treatment of Noise during the Planning of National Road Schemes' (NRA, 2014).

The operational phase will have a moderate positive impact on dust, air quality and noise. It is likely that traffic volumes along the road will be reduced and speed limits along the road will be reduced.

3.2.1.7. 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 (Schedule 7(1)(g))

There is 1no. Seveso (COMAH) establishment within 15km of the proposed development. Flogas Ireland Ltd Drogheda Marine Terminal, Marsh Road, Drogheda, Co. Louth, is an upper Tier Seveso site. Due to the nature and scale of the proposed development it is not anticipated that there will be a significant impact on this Seveso site.

The construction works will be carried out in phases. The contractor will be required to design and implement strict traffic plans in accordance with the 'Guidance for the Control and Management of Traffic at Road Works' (TII, 2010). Access through the works area will be controlled using temporary traffic lights and signs.

Due to the nature and scale of the works and control procedures to be implemented it is considered therefore, that the likely impact from accidents and disasters is not significant.

3.2.1.8. The risks to human health (for example, due to water contamination or air (Schedule 7(1)(h)) pollution)

Dust may be generated during the construction phase. However, management of dust will be in line with best practice such as that set out in 'Guidelines for the Treatment of Air Quality During the Planning and Construction of National Road Schemes' (NRA, 2011).

Noise levels, during the construction phase, will not exceed the indicative levels of acceptability for construction noise in an urban environment as set out in the NRA guidance 'Good Practice Guidance for the Treatment of

Noise during the Planning of National Road Schemes' (NRA, 2014). No risk to human health due to noise pollution will occur during the operational phase of the project.

There are no reported public drinking water supplies within a 2km radius of the project (GSI, 2018). There are 3no. reported borehole within 20m of the proposed development which are recorded as having an "excellent" yield and are used for industrial purposes. There is 1no. Public Drinking Water Supply and Source Protection Zone (Ref: Bog of the Ring PWS), located 2.5km south east of the proposed development. Taking account of the distance of this public water supply and the fact that due to the nature of the proposed works (which will involve shallow foundations and are unlikely to intercept groundwater) there is no residual risk to potable supplies in the region.

Accordingly, there will be no anticipated significant impacts on human health arising from either the construction or operational phases of the project. Therefore, the overall risk to human health is low.

3.2.2. Location of proposed development - The environmental sensitivity of geographical areas likely to be affected by the proposed development (Schedule 7(2))

3.2.2.1. The existing and approved land use (Schedule 7(2)(a))

As detailed previously, the pedestrian and cycleway will be constructed within the town of Balbriggan and along the existing Moylaragh Road, Chapel, Harry Reynolds Road and Hamilton Road which are maintained by Fingal County Council. This area is primarily dominated by residential land-use with some minor commercial and amenity land-use.

Under the Fingal Development Plan (FDP) 2017-2023 there are a number of zoning objectives adjacent to the footprint of the proposed pedestrian and cycle route. Along Moylaragh Road, the surrounding area is zoned OS-Open space, and RS-Residential. Along Harry Reynolds road between Moylaragh Road and Chapel street the surrounding area is predominantly zoned Residential. Between Chapel Street and Naul Road the surrounding area is zoned Open Space, and MC-Major Town Centre. From Naul Road and Dublin Road the area is zoned predominantly HT - High Technology, with open space and Ge-General Employment to the south. The area around the proposed route between Dublin Road and Castleland Park Avenue is zoned Major Town Centre, General Employment, Open Space, Residential, and CI - Community Infrastructure.

3.2.2.2. The relative abundance, availability, quality and regenerative capacity of natural resources (including soil, land, water and biodiversity) in the area and its underground (Schedule 7(2)(b))

3.2.2.2.1. Soil

The majority of the cycleway will be constructed within the existing road verges. Waste soils and construction waste generation will be minimised during the proposed installation works, in accordance with Objective RF93 of the Fingal Development Plan 2017-2023 (FCC, 2017) as detailed previously. The appointed Contractor will be responsible for preparing a site-specific CEMP which will fully address the management and disposal of all potential waste soils which may be generated by the proposed development. Soil will be excavated to a maximum depth of 0.5m bgl to facilitate the foundation for the cycleway and the ducting for the signalling associated with the scheme. Soils may be reused onsite where suitable. Any soil which requires disposal offsite will be tested prior to transported offsite by a permitted waste carrier to a licenced, permitted or registered soil recovery/ disposal facility. Engineering grade fill material (hardcore or similar) will be imported to the site during the proposed works. The use of other natural resources with respect to soils and land will not be required arising from the proposed development.

3.2.2.2.2. Groundwater

The groundwater status in the vicinity of Balbriggan is 'Good' for the 2010-2015 period (EPA, 2019). The risk of the groundwater body not achieving 'Good' status in accordance with the EU Water Framework Directive (WFD) north of the site is currently under review. To the south the groundwater risk is determined as being probably at risk of not achieving good status with the objective under the groundwater directive to protect it (WFD Ireland 2019). GSI have reported a 'Low' and 'Moderate' vulnerability rating within the majority of the study area (GSI 2018). At the very southern end of the scheme GSI have reported a 'High' and 'Extreme' vulnerability rating (GSI

2018). Groundwater may be encountered within three metres of ground level at the southern end of the scheme. To the north of the scheme the aquifer is identified as being a “Locally Important Aquifer - Bedrock which is Generally Moderately Productive.” To the very south the aquifer is identified as being a “Poor Aquifer - Bedrock which is Generally Unproductive except for Local Zones” Taking account of the proposed excavation depths and in particular to the southern end of the scheme it is highly unlikely that shallow groundwater will be intercepted during the proposed development; hence dewatering is unlikely to be carried out during the construction phase. The use of other natural resources with respect to groundwater will not be required arising from the proposed development.

3.2.2.2.3. Surface Water.

The proposed works area will cross the Bremore and Matt/ Bracken River. The water quality of these watercourses has not been assigned. Works adjacent to the Bremore Stream will involve the excavation of the existing verge and laying of sub-base stone material before overlaying with asphalt and painting to create the cycleway. The stream is culverted at this junction. In the vicinity of the Bracken/ Matt River the works will be limited to the widening of the existing pavement to a width of 3m. Due to the nature and the extent of the works it is not anticipated that there will be a significant impact on the Bremore Stream and Bracken/ Matt stream. The Contractor will also be obliged to prepare a project specific Construction Environmental Management Plan (CEMP) prior to commencement of the proposed development, which will include specific mitigation measures to be implemented to fully address any potential surface water impacts and monitoring should this be necessary.

3.2.2.2.4. Biodiversity

The proposed Harry Reynolds Road pedestrian and cycle route does not lie within any Natura 2000 sites. There are 11no. Natura 2000 sites within 15km of the site as presented in Table 3-2.

Table 3-2 - Designated Natura 2000 Sites Within 15km of the Proposed Development

Natura 2000 Site	Distance from proposed scheme	Site Code	Qualifying Interests	Assessment
Rockabill to Dalkey Island SAC	8km East	003000	• Phocoena (Harbour Porpoise) [1351] • Reefs [1170]	Located offshore, this SAC is designated for both offshore reef habitat and Harbour Porpoise. It will not be impacted by the construction or operation of a pedestrian and cycle route. The Bracken River and Bremore Stream, to which surface waters from pedestrian and cycle route works areas discharge, flow directly to the Irish Sea. Potential impacts from the proposed scheme on the SAC are not anticipated due to nature and scale of the proposed project, the distance to the SAC (ca. 7km) and the dilution effects presented by the Irish Sea. This site is not considered further.
Boyne Coast and Estuary SAC	10km North	001957	• Estuaries [1130] • Mudflats and sandflats not covered by seawater at low tide [1140] • Annual vegetation of drift lines [1210] • Salicornia and other annuals colonising mud and sand [1310] • Atlantic salt meadows (Glauco-Puccinellietalia maritimae) [1330] • Embryonic shifting dunes [2110] • Shifting dunes along the shoreline with Ammophila arenaria (white dunes) [2120] • Fixed coastal dunes with herbaceous vegetation (grey dunes) [2130]	Boyne Estuary is located to the east of Drogheda town and the SAC is designated for a series of coastal, estuarine and dune habitats. There is no direct overlap between the proposed route and Boyne Coast and Estuary SAC, nor do any of these habitats occur within or close to the study area of the proposed route. The Bracken River and Bremore Stream, to which surface waters from pedestrian and cycle route works areas discharge, flow directly to the Irish Sea and not to the Boyne Estuary. There is therefore no hydrological link between the route's work areas and this SAC. The location and scale of the project, combined with the lack of connectivity to the SAC, is such that it will not contribute to direct, indirect or in-combination impacts on habitats for which the SAC has been designated and the construction and operation of the project does not have the potential to affect the conservation objectives of these habitats.

Natura 2000 Site	Distance from proposed scheme	Site Code	Qualifying Interests	Assessment
				This site is not considered further.
Rogerstown Estuary SAC	11km South	000208	• Estuaries [1130] • Mudflats and sandflats not covered by seawater at low tide [1140] • Salicornia and other annuals colonizing mud and sand [1310] • Spartina swards (Spartinion maritimae) [1320] • Atlantic salt meadows (Glauco-Puccinellietalia maritimae) [1330] • Mediterranean salt meadows (Juncetalia maritimi) [1410] • Shifting dunes along the shoreline with Ammophila arenaria (white dunes) [2120] • Fixed coastal dunes with herbaceous vegetation (grey dunes) [2130]	Rogerstown Estuary is located between Donabate and Rush, north Co. Dublin. The SAC is designated for a series of coastal, estuarine and dune habitats. There is no direct overlap between the area of the proposed works and Rogerstown Estuary SAC, nor do any of these habitats occur within or close to the area of the proposed pedestrian and cycle route. The Bracken River and Bremore Stream, to which surface waters from pedestrian and cycle route works areas discharge, flow directly to the Irish Sea and not to Rogerstown Estuary. There is therefore no hydrological link between the route's work areas and this SAC. The location and scale of the project, combined with the lack of connectivity to the SAC, is such that it will not contribute to direct, indirect or in-combination impacts on habitats for which the SAC has been designated and the construction and operation of the project does not have the potential to affect the conservation objectives of these habitats. This site is not considered further.
River Boyne and River Blackwater SAC	14km North – North/West	002299	• Alkaline fens [7230] • Alluvial forests with Alnus glutinosa and Fraxinus excelsior (Alno-Padion, Alnion incanae, Salicion albae) [91E0] • Lampetra fluviatilis (River Lamprey) [1099] • Salmo salar (Salmon) [1106]	River Boyne and Rover Blackwater SAC is designated for its riparian habitats and freshwater species. There is no direct overlap between the proposed route and the SAC, nor do any of the habitats or species occur within the proposed works areas. The Bracken River and Bremore Stream, to which surface waters from pedestrian and cycle route works areas discharge, flow directly to the

Natura 2000 Site	Distance from proposed scheme	Site Code	Qualifying Interests	Assessment
			• Lutra (Otter) [1355]	Irish Sea and not to the Boyne or Blackwater Rivers. There is therefore no hydrological link between the route's work areas and this SAC. The location and scale of the project, combined with the lack of connectivity to the SAC, is such that it will not contribute to direct, indirect or in-combination impacts on habitats for which the SAC has been designated and the construction and operation of the project does not have the potential to affect the conservation objectives of these habitats. This site is not considered further.
Malahide Estuary SAC	14km South	000205	• Mudflats and sandflats not covered by seawater at low tide [1140] • Salicornia and other annuals colonising mud and sand [1310] • Atlantic salt meadows (Glauco-Puccinellietalia maritimae) [1330] • Mediterranean salt meadows (Juncetalia maritimi) [1410] • Shifting dunes along the shoreline with Ammophila arenaria (white dunes) [2120] • Fixed coastal dunes with herbaceous vegetation (grey dunes) [2130]	Malahide Estuary SAC is designated for a series of coastal, estuarine and dune habitats. There is no direct overlap between the proposed route and Malahide Estuary SAC, nor do any of these habitats occur within or close to the route's works areas. There is no connectivity through hedgerows, treelines or woodlands from the proposed works area to the SAC. The Bracken River and Bremore Stream, to which surface waters from pedestrian and cycle route works areas discharge, flow directly to the Irish Sea and not to Malahide Estuary. There is therefore no hydrological link between the route's work areas and this SAC. The location and scale of the project, combined with the lack of connectivity to the SAC, is such that it will not contribute to direct, indirect or in-combination impacts on habitats for which the SAC has been designated and the construction and operation of the project does not have the potential to affect the conservation objectives of these habitats. This site is not considered further.

Natura 2000 Site	Distance from proposed scheme	Site Code	Qualifying Interests	Assessment
River Nanny Estuary and Shore SPA	5km North	004158	• Oystercatcher (Haematopus ostralegus) [A130] • Ringed Plover (Charadrius hiaticula) [A137] • Golden Plover (Pluvialis apricaria) [A140] • Knot (Calidris canutus) [A143] • Sanderling (Calidris alba) [A144] • Herring Gull (Larus argentatus) [A184] • Wetland and Waterbirds [A999]	River Nanny Estuary and Shore SPA is designated for a range of wintering waders and wildfowl that frequent coastal estuaries. There is no direct overlap between the proposed works area and the SPA. The area of the route is sufficiently remote that there is no risk of disturbance to waders and wildfowl using the SPA. While a number of these species do feed in fields in the wider landscape (i.e. away from the SPA), the route of the pedestrian pathway and cycleway does not support habitats that would be used by such field feeding species, or indeed coastal habitats that would be used by species for which this SPA is designated. The location and scale of the pedestrian and cycle route works is such that they will not contribute to direct, indirect or in-combination impacts on bird species for which the SPA has been designated and do not have the potential to affect the conservation objectives of these species. Similarly, the operational phase of the pedestrian and cycle route will not impact bird species nor affect the conservation objectives of the SPA. This site is not considered further.
Skerries Island SPA	6km South East	004122	• Cormorant (Phalacrocorax carbo) [A017] • Shag (Phalacrocorax aristotelis) [A018] • Light-bellied Brent Goose (Branta bernicla hrota) [A046] • Purple Sandpiper (Calidris maritima) [A148] • Turnstone (Arenaria interpres) [A169] • Herring Gull (Larus argentatus) [A184]	Skerries Island SPA is designated for a range of wildfowl that frequent the Irish coastline. There is no direct overlap between the proposed works and the SPA. The area of the route is sufficiently remote that there is no risk of disturbance to waders and wildfowl using the SPA. While a number of these species do feed in fields in the wider landscape (i.e. away from the SPA), the route of the pedestrian pathway and cycleway is entirely within the urban area of Balbriggan town and as such the area of the route does not support habitats that would be used by

Natura 2000 Site	Distance from proposed scheme	Site Code	Qualifying Interests	Assessment
				such field feeding species, or indeed coastal habitats that would be used by species for which this SPA is designated. The location and scale of the pedestrian and cycle route works is such that they will not contribute to direct, indirect or in-combination impacts on bird species for which the SPA has been designated and do not have the potential to affect the conservation objectives of these species. Similarly, the operational phase of the pedestrian and cycle route will not impact bird species nor affect the conservation objectives of the SPA. This site is not considered further.
Rockabill SPA	8km East	004014	• Purple Sandpiper (Calidris maritima) [A148] • Roseate Tern (Sterna dougallii) [A192] • Common Tern (Sterna hirundo) [A193] • Arctic Tern (Sterna paradisaea) [A194]	Rockabill SPA is designated for a range of wintering waders and wildfowl that frequent coastal estuaries. There is no direct overlap between the proposed works and the SPA. The area of the route is sufficiently remote that there is no risk of disturbance to waders and wildfowl using the SPA. This site is not considered further.
Rogerstown Estuary SPA	11km South	004015	• Greylag Goose (Anser anser) [A043] • Light-bellied Brent Goose (Branta bernicla hrota) [A046] • Shelduck (Tadorna tadorna) [A048] • Shoveler (Anas clypeata) [A056] • Oystercatcher (Haematopus ostralegus) [A130] • Ringed Plover (Charadrius hiaticula) [A137] • Grey Plover (Pluvialis squatarola) [A141]	Rogerstown Estuary SPA is designated for a range of wintering waders and wildfowl that frequent coastal estuaries. There is no direct overlap between the proposed works and the SPA. The area of the route is sufficiently remote that there is no risk of disturbance to waders and wildfowl using the SPA. While a number of these species do feed in fields in the wider landscape (i.e. away from the SPA), the route of the pedestrian pathway and cycleway does not support habitats that would be used by such field feeding species, or indeed coastal habitats that would be used by species for which this SPA is designated. The location and scale of the pedestrian and cycle route works is such that they will not contribute to direct, indirect or in-combination impacts

Natura 2000 Site	Distance from proposed scheme	Site Code	Qualifying Interests	Assessment
			• Knot (Calidris canutus) [A143] • Dunlin (Calidris alpina) [A149] • Black-tailed Godwit (Limosa limosa) [A156] • Redshank (Tringa totanus) [A162] • Wetland and Waterbirds [A999]	on bird species for which the SPA has been designated and do not have the potential to affect the conservation objectives of these species. Similarly, the operational phase of the pedestrian and cycle route will not impact bird species nor affect the conservation objectives of the SPA. This site is not considered further.
Boyne Estuary SPA	10km North	004080	• Shelduck (Tadorna tadorna) [A048] • Oystercatcher (Haematopus ostralegus) [A130] • Golden Plover (Pluvialis apricaria) [A140] • Grey Plover (Pluvialis squatarola) [A141] • Lapwing (Vanellus vanellus) [A142] • Knot (Calidris canutus) [A143] • Sanderling (Calidris alba) [A144] • Black-tailed Godwit (Limosa limosa) [A156] • Redshank (Tringa totanus) [A162] • Turnstone (Arenaria interpres) [A169] • Little Tern (Sterna albifrons) [A195] • Wetland and Waterbirds [A999]	Boyne Estuary SPA is designated for a range of wintering waders and wildfowl that frequent coastal estuaries. There is no direct overlap between the proposed works and the SPA. The area of the route is sufficiently remote that there is no risk of disturbance to waders and wildfowl using the SPA. While a number of these species do feed in fields in the wider landscape (i.e. away from the SPA), the route of the pedestrian pathway and cycleway does not support habitats that would be used by such field feeding species, or indeed coastal habitats that would be used by species for which this SPA is designated. The location and scale of the pedestrian and cycle route works is such that they will not contribute to direct, indirect or in-combination impacts on bird species for which the SPA has been designated and do not have the potential to affect the conservation objectives of these species. Similarly, the operational phase of the pedestrian and cycle route will not impact bird species nor affect the conservation objectives of the SPA. This site is not considered further.

Natura 2000 Site	Distance from proposed scheme	Site Code	Qualifying Interests	Assessment
Broadmeadow/Swords Estuary SPA	14km South	004025	• Great Crested Grebe (Podiceps cristatus) [A005] • Light-bellied Brent Goose (Branta bernicla hrota) [A046] • Shelduck (Tadorna tadorna) [A048] • Pintail (Anas acuta) [A054] • Goldeneye (Bucephala clangula) [A067] • Red-breasted Merganser (Mergus serrator) [A069] • Oystercatcher (Haematopus ostralegus) [A130] • Golden Plover (Pluvialis apricaria) [A140] • Grey Plover (Pluvialis squatarola) [A141] • Knot (Calidris canutus) [A143] • Dunlin (Calidris alpina) [A149] • Black-tailed Godwit (Limosa limosa) [A156] • Bar-tailed Godwit (Limosa lapponica) [A157] • Redshank (Tringa totanus) [A162] • Wetland and Waterbirds [A999]	Broadmeadow/Swords Estuary SPA SPA is designated for a range of wintering waders and wildfowl that frequent coastal estuaries. There is no direct overlap between the proposed works and the SPA. The area of the route is sufficiently remote that there is no risk of disturbance to waders and wildfowl using the SPA. While a number of these species do feed in fields in the wider landscape (i.e. away from the SPA), the route of the pedestrian pathway and cycleway is entirely within the urban area of Balbriggan town and as such the area of the route does not support habitats that would be used by such field feeding species, or indeed coastal habitats that would be used by species for which this SPA is designated. The location and scale of the pedestrian and cycle route works is such that they will not contribute to direct, indirect or in-combination impacts on bird species for which the SPA has been designated and do not have the potential to affect the conservation objectives of these species. Similarly, the operational phase of the pedestrian and cycle route will not impact bird species nor affect the conservation objectives of the SPA. This site is not considered further.

As detailed previously, the closest designated SPA/ SAC site to the proposed pedestrian and cycle route is River Nanny Estuary and Shore SPA/ SAC which is located ca. 5km north of Balbriggan town along the coastline east of Julianstown. The two watercourses within the study area, to which the surface waters from pedestrian and cycle route area discharge, provides the only potential connectivity from the works area to the SPA. These watercourses, however, outfall into the Irish Sea in the area of Balbriggan and any potential hydrological link between these watercourses and the SPA to the north is negated due to the nature and scale of the proposed project, the distance from the outfall locations to the SPA (ca. 5km) and by the dilution effects presented by the Irish Sea. According to the Stage 1 Appropriate Assessment Report prepared by Atkins (2019) the absence of hydrological or physical connection to the Natura 2000 sites suggests that there will be no significant impact on these Natura 2000 sites from the proposed development.

There is 1no. Natural Heritage Area (NHA) within 15km of the site There are 9no. proposed Natural Heritage Areas (pNHA) within 15km of the site as presented in Table 3-3 below.

Table 3-3 - NHA and pNHA Within 15km of the Proposed Works

Site Name	Distance from works area	Encompassed with European Designated Sites	Assessment
Skerries Island (NHA)	6km	Skerries Island SPA	No hydrological connectivity or connectivity via land and air pathways.
Knock Lake (pNHA)	2km	n.a	No hydrological connectivity or connectivity via land and air pathways.
Bog of the Ring (pNHA)	3km	n.a	No hydrological connectivity or connectivity via land and air pathways.
Laytown Dunes/ Nanny Estuary (pNHA)	6km	River Nanny Estuary and Shore SPA	No hydrological connectivity or connectivity via land and air pathways.
Loughshinny Coast (pNHA)	7km	n.a	No hydrological connectivity or connectivity via land and air pathways.
Rockabill Island (pNHA)	8km	Rockabill SPA/ Rockabill to Dalkey Island SAC	No hydrological connectivity or connectivity via land and air pathways.
Cromwell's Bush Fen (pNHA)	9km	n.a	No hydrological connectivity or connectivity via land and air pathways.
Rogerstown Estuary (pNHA)	11km	Rogerstown Estuary SPA	No hydrological connectivity or connectivity via land and air pathways.
Lambay Island (pNHA)	15km	n.a	No hydrological connectivity or connectivity via land and air pathways.
Malahide Estuary (pNHA)	14km	Malahide Estuary SAC	No hydrological connectivity or connectivity via land and air pathways.

Any potential hydrological link between the watercourses and Skerries Island NHA (ca. 6km to the south east of the site) is negated due to the nature and scale of the proposed project, the distance from the outfall locations to the NHA (ca. 6km) and by the dilution effects presented by the Irish Sea. There is no hydrological linkage between the proposed development and Knock Lake or any of the other pNHAs within 15km of the site.

There is one nature reserve within 15km of the site. Rogerstown Estuary Nature Reserve is located 11km south east of the site. There is no direct hydrogeological connection from the proposed development on this site and thus, no significant impact is anticipated on Rogerstown Estuary Nature Reserve.

The proposed development is located generally within the existing footprint of Harry Reynolds Road and associated side roads. The works will incorporate areas of managed grassed verges with limited biodiversity and habitat potential. The works may require the removal of a number of immature tree species along the route. The works within Bracken River Park will involve the widening of existing pathways to a maximum width of 3m into grassy areas.

The use of other natural resources with respect to biodiversity will not be required arising from the proposed development.

Therefore, based on the environmental setting, and taking account of the nature, scale and location of the proposed development, other than standard construction materials, the proposed development (during both construction and operational phases) will not require the use of any natural resources.

3.2.2.3. The absorption capacity of the natural environment, paying particular attention to the following areas (Schedule 7(2)(c)):

3.2.2.3.1. (i) Wetlands, riparian areas, river mouths

Knock lake lies ca. 2km west of the site. The Bog of the Ring is located ca. 3km south east of the site. There is no hydrological link between either of these sites and the proposed development and therefore no significant impact on these sites are anticipated.

The Bremore Stream discharges to the Irish Sea 500km east of the site. However, due to the nature and scale of the works particularly in proximity to the watercourse there is no significant impact anticipated on the Bremore Stream or river mouth. The Matt/Bracken River crosses the proposed development and discharges into Balbriggan Harbour ca. 1km east of the site. However, due to the nature and scale of the works particularly in proximity to the watercourse there is no significant impact anticipated on the Bracken River or river mouth.

3.2.2.3.2. (ii) Coastal zones and the marine environment.

The proposed development is within 500m of the Irish Sea coast. The coast at this point is developed as part of the town of Balbriggan and harbour. Due to the nature and scale of the proposed development it is not anticipated that it will have a significant impact on the coastal zone or marine environment.

3.2.2.3.3. (iii) Mountain and forest areas.

There are no mountain or forested areas within 2km of the proposed development. Therefore, there are no anticipated negative impacts.

3.2.2.3.4. (iv) Nature reserves and parks

Rogerstown Estuary nature reserve is located 11km to the south of the site. There is no hydrological link to this site and therefore, there is no significant impact anticipated on this site. The proposed development will include cycle paths through Bracken River park. The development at this point will be restricted to the widening of existing paths to a width of 3m to facilitate cycle traffic and therefore, is not anticipated to have a significant impact on the park.

3.2.2.3.5. (v) Areas classified or protected under legislation, including Natura 2000 areas designated pursuant to the Habitats Directive and the Birds Directive

The proposed Harry Reynolds Road pedestrian and cycle route does not lie within any Natura 2000 sites. There are 11no. Natura 2000 sites within 15km of the site. There is 1no. Natural Heritage Area (NHA) within 15km of the site There are 9no. proposed Natural Heritage Areas (pNHA) within 15km of the site. As detailed previously and clearly set out within the Stage 1 Appropriate Assessment Report prepared by Atkins (2019) the absence of hydrological or physical connection to these Natura 2000 sites (along with NHAs and pNHAs) suggests that there will be no significant impact on areas classified or protected under legislation, including Natura 2000 areas (designated pursuant to the Habitats Directive and the Birds Directive) arising from the proposed development.

3.2.2.3.6. (vi) 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.

The groundwater status in the vicinity of Balbriggan is 'Good' for the 2010-2015 period (EPA, 2019). The risk of the groundwater body not achieving 'Good' status in accordance with the EU Water Framework Directive (WFD) north of the site is currently under review. To the south the groundwater risk is determined as being probably at risk of not achieving good status with the objective under the groundwater directive to protect it. Due the nature and scale of the works the proposed development is not anticipated to significantly impact on groundwater.

The water quality standard of the Bremore Stream or Bracken/Matt river is unassigned. Both these watercourses discharge to the Irish Sea to the east of Balbriggan. The coastal water quality status in this area is 'Good' for the 2010-2015 period (EPA 2019). Due to the scale and nature of the works the proposed development is not anticipated to have a significant impact on surface water and the receiving coastal environment.

Noise levels in the vicinity of the Dublin Road which crosses to the south of the proposed development was recorded at 60-64dB (EPA 2017). It is anticipated that during construction there may be an increase in noise volumes. The Contractor will be required to prepare a CEMP and implement standard construction control measures to minimise noise level. Therefore, it is not considered that there will be a significant negative impact on noise levels during construction. It is anticipated that the operational phase for the proposed development will result in lower volumes of traffic using Harry Reynolds Road. In addition, speed limits along Harry Reynolds Road will be reduced from 60kmph to 50kmph. Therefore, there will be a moderate positive impact on noise levels during the operational phase.

Air quality in the area is reported as 'Good'(EPA 2019). Dust may be generated during the construction phase which has the potential to impact on human health. However, management of dust will be in line with best practice such as that set out in 'Guidelines for the Treatment of Air Quality During the Planning and Construction of National Road Schemes' (NRA, 2011). Therefore, there is no significant impact anticipated on air quality during construction. It is anticipated that the operational phase for the proposed development will result in lower volumes of traffic using Harry Reynolds Road. In addition, speed limits along Harry Reynolds Road will be reduced from 60kmph to 50kmph. Therefore, there will be a moderate positive impact on air quality during the operational phase

3.2.2.3.7. (vii) Densely populated areas

The proposed development will be constructed within the town of Balbriggan which is a densely populated area. The development will mainly be constructed within the existing Harry Reynolds road which is separated from the housing developments. A section of the cycleway will be constructed along Chieftain's Drive to the north. The Contractor will be required to prepare a CEMP and implement standard construction control measures to minimise noise level dust levels and interaction with the general population. It is anticipated that there will be no significant negative impact on densely populated areas during construction. The creation of the cycleway will reduce the volume of vehicular traffic using the route, a reduction in speed limits will improve air quality and noise levels and provide additional social and recreational infrastructure. It is considered therefore that the proposed development will potentially have a significant positive impact on this densely populated area during the operational phase.

3.2.2.3.8. (viii) Landscapes and sites of historical, cultural or archaeological significance

There is 1no. Natural Heritage Area (NHA) within 15km of the site. Skerries Island Natural Heritage Area is located ca. 6km to the south east of the site at an offshore location. There is potential for a hydrological link between Skerries NHA and the proposed development via the Bremore stream and Matt/Bracken River. However, as discussed previously both these watercourses outfall into the Irish Sea in the area of Balbriggan and any potential hydrological link between the watercourses and the NHA is negated due to the nature and scale of the proposed project, the distance from the outfall locations to the NHA (ca. 6km) and by the dilution effects presented by the Irish Sea. There are 9no. proposed Natural Heritage Areas (pNHA) within 15km of the site. The pNHA, Knock Lake, is located ca. 2km south west of the site; however no hydrological linkages are identified between the proposed development and Knock Lake or any of the other pNHAs within 15km of the site.

Therefore, there is no anticipated impact on the surrounding Natura 2000, Natural Heritage Areas or proposed Natural Heritage Areas from the proposed development.

There are 3no. records of archaeological and historical interest as recorded on webgis.archaeology.ie/historicenvironment/. A Church and parochial house is located within 100m of the junction of Harry Reynolds Road and the Dublin Road. A watermill/ store warehouse is recorded 150m north of the junction of Harry Reynolds Road and the Dublin Road.

The National Inventory of Architectural Heritage (NIAH) describes the church as follows;

"Detached three-bay gable-fronted Gothic Revival Roman Catholic church, built 1842, with seven-bay side elevation. Designed by Patrick Byrne. Two-bay chancel to rear, c.1890 designed by George Coppinger Ashlin. The dedication sermon was preached by Fr. Theobald Matthew, Apostle of Temperance. Harry Clarke windows in interior. Roof: Double pitched; slate; limestone coping to gable ends; apex of each gable has a limestone cross; cast-iron rainwater goods; second double pitched chancel roof; with lower double pitched roof perpendicular. Walls: Coursed limestone rubble with ashlar limestone quoining; buttresses and surrounds to opening & plinth course; coping to parapet & string courses follows line of window; 1890's extension (chancel) is faced in rockfaced limestone with smooth ashlar limestone dressing; west façade is flanked by octagonal pillars set on square bases. Openings: Ground floor; pointed headed arched chamfered limestone window architraves; timber frames with leaded and stained glass insets; lancet windows with limestone hood moulding and ashlar limestone dress openings; windows in upper register are tall; main entrance contains chamfered eliptical headed architrave rectangular hood moulding with carved limestone spindles two leaf carved limber door with quatrefoil design timber overlight. Ground floor: pointed headed arched chamfered limestone window architraves; timber frames with leaded and stained glass insets (3) with limestone hood mouldings and ashlar limestone dressed openings (4) chamfered elliptical headed architrave rectangular headed hood moulding with carved limestone spindles; main entrance contains curved timber door with quatrefoil design. Interion: 60 foot nave divided by timber arcade into nave and side aisles; timber grained ceiling; organ gallery; chancel; all added by Ashlin, Harry Clarke stained glass windows."

The parochial house is described by the NIAH as;

"Detached four-bay two-storey parochial house, c.1905, with central canted bay windows flanked by gabled breakfronts. Three-bay two-storey house to rear, linked to main house by flat-roofed single-storey structure. Roof: Double pitched roof with gabled breakfront ends; with subsidiary hipped roofs covering bays of slate with clay ridge tiles with rendered chimney stacks & plain terracotta pots; hipped natural slate roof with subsidiary double pitched slate roof covers house joined to rear elevation of main house; moulded cast-iron gutters & square profile downpipes with ornate ties. Walls: Raised rockfaced limestone plinth course with walls nap rendered entirely lined & ruled with rockfaced limestone quoining, with recessed rendered roundel plaques bearing quatrefoils with crosses with pointed arched hood moulding over each rounded to flanking breakfront gables. Openings: Pointed arched window openings, rendered soffits reveals & limestone cills surrounding 1/1 timber sash windows upper sash pointed to fit opening two pointed arched door openings with ashlar limestone hood moulding & block & start surround & voussoir."

The watermill/ store warehouse is described by the NIAH as;

''A 19th-century mill complex occupied the site of a mill marked on the Down Survey (1655-6) map. It is mentioned in the Civil survey (1654-6) , the proprietor being Peter Barnewall (Simington R. c. 1945, 6). Now the Cornmill apartment complex.

Detached eight-bay four-storey former warehouse, c.1860, with extension to rear, c.1970. Now disused. Three corrugated-iron silos to rear of site. Roof: Double pitched; slate rooflight; cast-iron rainwater goods; full height red brick; square profile chimney stack adjoined to side elevation. Walls: Coursed limestone rubble plinth course; rough cast render walls which conceal coursed limestone rubble walls; Openings: Square headed windows granite cills; early red brick dressed openings; multipane metal casement windows; some blocked up; Square headed steel door; multi-pane overlight reached by ten limestone steps to extreme left bay.''

Based on the findings of the Architectural Heritage Survey prepared by John Cronin and Associates (2019) for the proposed development, there will be no significant impacts on architectural or cultural heritage from the proposed development.

The proposed development will be constructed within the footprint of the Harry Reynolds Road, and therefore there is no significant impact on landscape anticipated.

3.2.3. Types and characteristics of potential impacts (Schedule 7(3))

The likely significant effects on the environment of the proposed development have been evaluated taking into account the following specific criteria.

3.2.3.1.1. The magnitude and spatial extent of the impact (for example, geographical area and size of the population likely to be affected) (Schedule 7(3)(a))

The spatial extent of potential impacts is limited to the localised footprint of the proposed development (refer to Figure 1-1). Based on the location, current site setting, and the nature of the proposed development, any potential impacts (during the installation and operational phases) are not likely to be significant in magnitude.

3.2.3.1.2. The nature of the impact (Schedule 7(3)(b))

There will be no significant impact on the receiving environment arising from the proposed development (during the construction or operational phases).

3.2.3.2. The transboundary nature of the impact (Schedule 7(3)(c))

There is no potential for transboundary impacts as a result of the proposed development (during the construction or operational phases).

3.2.3.2.1. The intensity and complexity of the impact (Schedule 7(3)(d))

There will be no significant impact on the receiving environment arising from the proposed development (during the construction or operational phases).

3.2.3.2.2. The probability of the impact (Schedule 7(3)(e))

The nature of potential impacts comprises pollution of receiving waters, potential ecological impacts, potential archeological impacts, flood risk, and potential air, noise and traffic impacts (during the construction and operational phases). The probability of such impacts on the receiving environment is low given the following considerations;

- The receiving environment is not considered to be at risk of significant impact due to the nature and scale of the proposed project;
- The Contractor will be obliged to prepare a project specific Construction Environmental Management Plan (CEMP) prior to commencement of the proposed development which will clearly set out all environmental control measures for the onsite management of any pollution / nuisance issues which could arise during the construction phase.

3.2.3.2.3. The expected onset, duration, frequency and reversibility of the impact (Schedule 7(3)(f))

The probability of impacts on the receiving environment is considered to be low, as previously outlined. Therefore, there shall be no requirement for the reversibility of the impacts caused by this development (during the construction or operational phases).

3.2.3.2.4. 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 Act and/or development the subject of any development consent for the purposes of the Environmental Impact Assessment Directive by or under any other enactment (Schedule 7(3)(g))

As previously detailed no significant cumulative impacts associated with the project (during the construction or operational phases) have been identified, arising from other existing and/or approved projects.

3.2.3.2.5. The possibility of effectively reducing the impact (Schedule 7(3)(h))

Significant effects on the receiving environment are not anticipated as a result of the provision of the proposed development (during the construction or operational phases). A project specific CEMP will be prepared by the appointed Contractor prior to the works commencing which will clearly set out all environmental control measures for the onsite management of any pollution / nuisance issues which could arise during the construction phase.

3.3. Step 1 - Mandatory Screening for EIA

The Harry Reynolds Road Pedestrian and Cycleway project has been screened against the list of developments which have a high likelihood of impacting on the receiving environment and therefore require the mandatory preparation of an Environmental Impact Assessment, under Schedule 5 Part 1 of the Planning and Development Regulations as amended, 2001-2018. This project does not fall within any category of development requiring a mandatory EIA; hence the preparation of an EIAR is not required under Schedule 5 Part 1.

The Harry Reynolds Road Pedestrian and Cycleway project has also been screened against the criteria outlined in Section 50(1)(a) of the Roads Act 1993-2019 and Article 8 of S.I. No. 119/1994- Roads Regulations, 1994 . This project does not fall within any category of development requiring a mandatory EIA; hence the preparation of an EIAR is not required under Section 50.

3.4. Step 2 - Threshold Screening for EIA

The Harry Reynolds Road Pedestrian and Cycleway project has been screened against the types of development, various processes and activities listed in Schedule 5 Part 2 of the Planning and Development Regulations as amended 2001-2018. The proposed project falls within the following categories which provide that an EIA must be completed – subject to specified thresholds being met or exceeded.

10. Infrastructure projects

(b) (iv)

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.

(In this paragraph, “business district” means a district within a city or town in which the predominant land use is retail or commercial use.)

15. Any project listed in this Part which does not exceed a quantity, area or other limit specified in this Part in respect of the relevant class of development but which would be likely to have significant effects on the environment, having regard to the criteria set out in Schedule 7.

3.4.1. Infrastructure Projects

The Harry Reynolds Road Pedestrian and Cycleway project does comprise an urban development. The redline boundary for the site is ca. 7ha, of which less than 0.5ha is located within an area designated in the Fingal development plan as commercial. Thus, an EIAR, for Harry Reynolds Road Pedestrian and Cycleway will not be required under Schedule 5 Part 2- 10 Infrastructure Projects.

3.4.2. Sub-threshold Development Likely to Have Significant Effects on the Environment

It could be considered that Harry Reynolds Road Pedestrian and Cycleway is an infrastructure project in an urban environment but falls under the threshold where a EIAR would be required. Therefore, EIA screening to assess whether the project would be likely to have significant effects on the environment (having regard to the criteria set out in Schedule 7) is required for this project to determine if an EIAR is required.

The Harry Reynolds Road Pedestrian and Cycleway project has also been screened against the criteria outlined in Section 50(1)(b) of the Roads Act 1993-2019, as follows;

> *‘’Where the Minister considers that any proposed road 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 likely to have significant effects on the environment, he shall direct the road authority to prepare an environmental impact statement in respect of such proposed road development and the authority shall comply with such direction.’’*

Therefore it is considered that Harry Reynolds Road Pedestrian and Cycleway should also undergo an EIA screening to determine if an EIAR would be required in accordance with Section 50(1)(b) of the Roads Act 1993-2019.

3.5. Step 3 – Potential for Significant Effects on the Receiving Environment

All relevant information as required under Schedule 7A has been provided on behalf of Fingal County Council and is presented within Section 3.1 of this screening report. The potential for this project to pose a significant impact to the receiving environment has also been evaluated in accordance with criteria listed in the Planning & Development Regulations, 2001, and EIA Planning and Development Regulations 2018 (Schedule 7), as presented within Section 3.2 of this screening report, and Section 50(1)(b) of the Roads Act 1993-2019.

Based on the information provided within Section 3.1 and 3.2 of this report, and summarised below, it is considered that due to the size, nature, and characteristics of the proposed development, no significant effects on the receiving environment are expected; hence the preparation of a sub-threshold EIAR is not required.

3.6. Screening Conclusion

This EIA screening assessment has been carried out in accordance with the Planning and Development Regulations as amended 2001- 2018 (which give effect to the provisions of EU Directive 2014/52/EU), and the Roads Acts 1993-2019. The report assessed the impact of the Harry Reynolds Road Pedestrian and Cycleway project, in conjunction with committed developments in the surrounding area.

Based on all available information, and taking account of the scale, nature and location of the proposed development it is our opinion that the preparation of an EIAR is not a mandatory requirement (under Part 1 or Part 2 of Schedule 5 of the Planning and Development Acts 2001-2018 or Section 50 of the Roads Acts 1993-2019). The project is deemed a sub-threshold development; hence the potential for significant environmental effects arising as a result of the proposed project has been evaluated, in accordance with the requirements of Schedule 7A and Schedule 7 of the Planning and Development Acts 2001-2018.

Key findings are summarised as follows;

- Due to the limited nature of the works it is considered that there will be no significant cumulative impacts with other developments in the general area.
- Limited noise, vibration and dust emissions may be generated during construction; however, this is anticipated to be minimal in effect and will cause no significant impact.
- Soil and waste may be generated during construction; however this is not anticipated to have significant effect.
- There will be no additional land take or changes to the existing landscape.
- There will be no significant impact on biodiversity, groundwater or traffic.
- There may be some impacts on surface water; however due to the nature and scale of the project and standard control procedures during construction this will not be significant.
- There will be no impact on recorded monuments or historic features.

In summary, no significant adverse impacts to the receiving environment will arise as a result of the proposed development.

Accordingly, we consider that the preparation of an EIAR is not required for the Harry Reynolds Road Pedestrian and Cycleway project.

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