



PLANNING REPORT

**Public Realm Redevelopment
Quay Street and Balbriggan Harbour
Balbriggan
for
Fingal County Council
June 2022**

**Doyle Kent Planning Partnership Ltd.
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Blackrock, Co. Dublin**

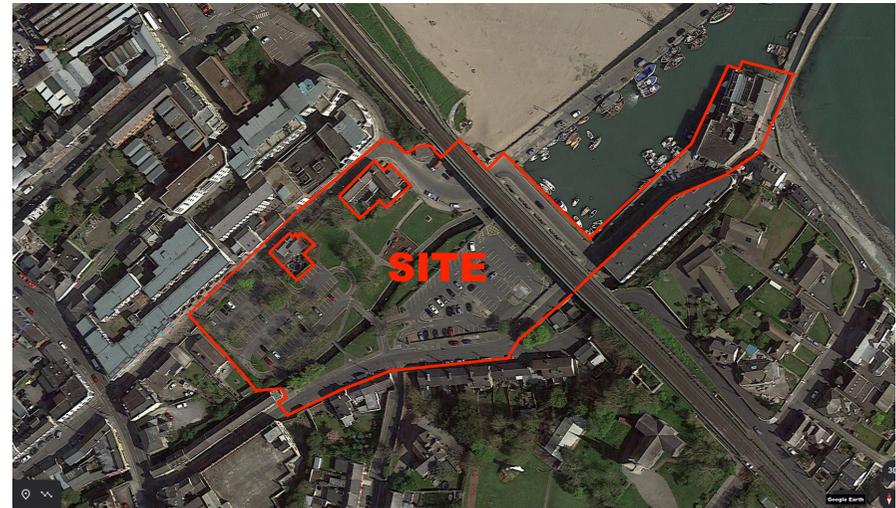


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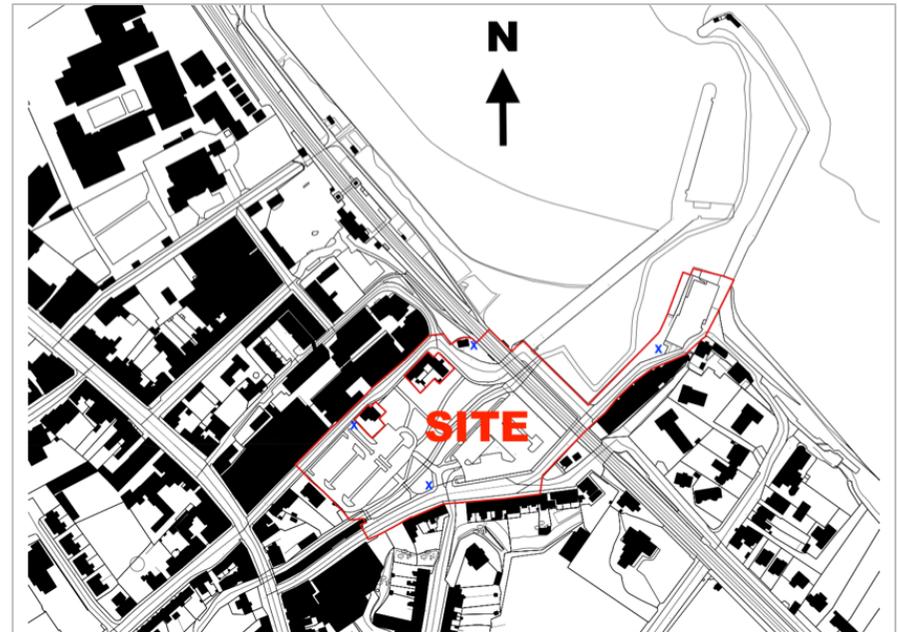
1.0 INTRODUCTION

This report by Doyle Kent PP Ltd is in support of a Part 8 application, on behalf of Fingal County Council, for redevelopment of the public realm, provision of new structures, refurbishment and change of use of the old RNLI boathouse and including the demolition and replacement of the existing public toilet block on the site. The designers of the proposed development are Paul Keogh Architects

The design team includes:

- Paul Keogh Architects (Design Team Lead)
- Turner and Townsend (Project Managers)
- Hayes Higgins Partnership (Civil, Structural, M&E Engineers)
- Austen Associates (Landscape Architects)
- Altemar (Ecologists)
- Nolan Construction Consultants (Quantity Surveyors)
- Doyle Kent Ltd (Planning Consultants)

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Location of site in context

2.0 THE SITE AND ENVIRONS

The site in Balbriggan for the proposed Quay Street and Balbriggan Harbour development is 19,300 m² / 1.93 ha approx. It includes parts of Mill Street and of Quay Street and Harbour Road to the beach and up to the and encompassing the site of the demolished night club on the East Pier of Balbriggan Harbour and includes public footpaths, public roads, open green space, two existing public car parks, a section of the Bracken River, foot and road bridges over the Bracken River, lands beneath the arches of the Balbriggan Railway Viaduct (Protected Structure), the former RNLI boat house (Protected Structure) and the existing public toilets and playground.

The site includes the area between the Railway Viaduct and the Harbour Road and that part of Harbour Road to the north-east of the Railway Viaduct and that part of the Harbour Road on the East Pier of Balbriggan Harbour up to and including the site of a recently demolished night club on the East Pier of the harbour.



Looking East from Mill Street



Looking North-West from Quay Street

An Irish Water operated Pumping Station for foul effluent is located underneath the existing Quay Street carpark. Upgrade works are proposed by Irish Water to the pumping station (construction works to be undertaken from Q4 2022 completing in Q4 2023).

In the environs of the site, permission has recently been granted for a Strategic Housing Development located on the site of the former Mall Shopping Centre, Quay Street, involving demolition of the existing buildings and application for construction of 101 no. build-to-rent apartments and associated site works – reduced to 77 number by the Board (Ref. ABP 311095-21).

Balbriggan was a settlement of little significance until the 18th century, when the first section of the harbour, including the East Pier, was constructed by the local land owning family, the Hamiltons, in the mid-eighteenth century, as shown on John Rocque’s map of that time. Completion of the West Pier followed in stages later in the 19th century. By 1780 a cotton manufacturing industry had been established and which prompted the development of an industrial quarter on the northern bank of the Bracken River.



East Pier

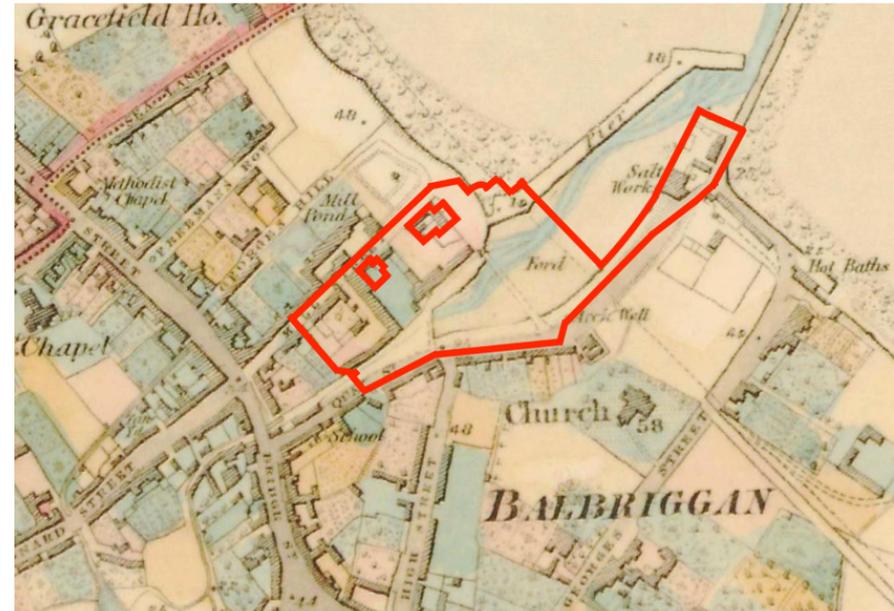


Rocque’s Map c.1760 (per Open Street)

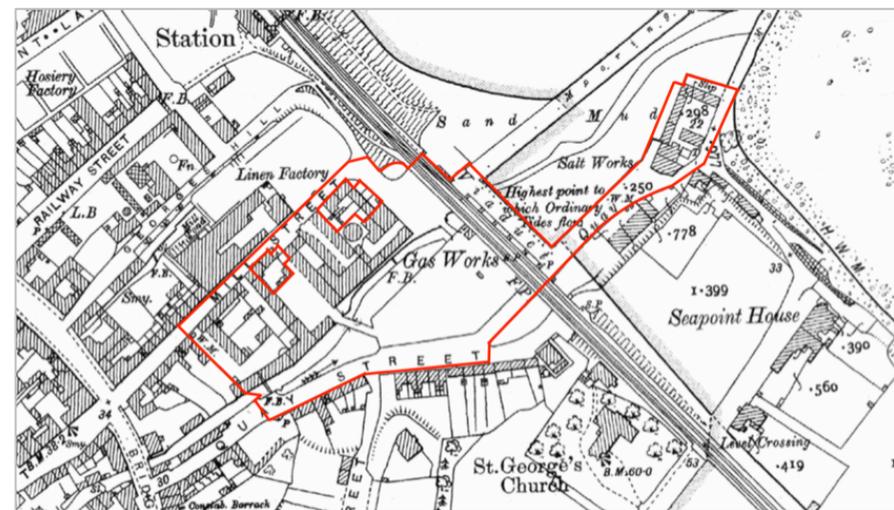
The First Edition Ordnance Survey map shows that in the early 19th century some of the site was tidal and there was a basin in part of the area between Mill Street and the Bracken River. There is evidence of industrial use at that time on part of the lands off Mill Street. The map just predates the construction of the railway.

By the early 20th century, the railway had been in existence for several decades, including the station and viaduct, the Bracken River had been confined to a narrower channel and the harbour had been completed to take the form it has today. The industrial use of the lands off Mill Street appears to have been relatively intense and a gas works had been constructed on a part of the site now proposed for public realm enhancement works. Much of the open area between the viaduct and Mill Street appears to have possibly been land filled.

Today, the original industrial heritage has largely disappeared and the area around Mill Street has been substantially redeveloped in the form of ground floor commercial or office type uses with, in many cases, residential overhead. Quay Street retains some of its previous character.



First Edition O.S. Map (1840)



OS Map 25" early 20th century

3.0 PLANNING POLICY

3.1. National Policy and Guidance

The *National Planning Framework, 2018*, identifies public realm as a significant consideration at several points. In relation to Balbriggan, the NPF notes that the town has grown very strongly in population terms (21,722 in 2016 v 8,500 in 1996), but shows weak levels of local employment generation.¹

Also in relation to public realm, the *Urban Design Manual: A Best Practice Guide*, published by the (then) Department of Environment, Heritage and Local Government in 2009, sets out principles for urban design, including of the public realm. Whilst intended to guide residential development in the first instance, a number of the principles have a wider applicability. In respect of the public realm, these include:

- The public realm is considered as a usable integrated element in the design of the development.

¹ However, more recent data (*Fingal Economic and Land Use Study, 2022*, by KPMG Future Analytics on behalf of Fingal County Council) shows an improving situation in respect of employment.

- Children’s play areas are sited where they will be overlooked, safe and contribute to the amenities of the neighbourhood.
- Roads and parking areas are considered as an integral landscaped element in the design of the public realm.
- The materials and external design make a positive contribution to the locality.
- The landscape design facilitates the use of the public spaces from the outset.
- Open car parking areas are considered as an integral element within the public realm design and are treated accordingly.

3.2. Regional Policy

Regional planning policy is currently set out in the *Regional Spatial and Economic Strategy, 2019-2031*, for the Eastern and Midland Regional Assembly. The RSES identifies the Eastern Corridor : Dublin- Belfast Economic Corridor as of particular importance. Balbriggan is located within this corridor.

Dublin City, suburbs and parts of adjoining counties constitute the Dublin Metropolitan Area. Outside this, the RSES identifies the *Core Region* to include the *peri-urban hinterlands in the commuter catchment around Dublin*, which covers the Mid-East counties of Louth, Meath, Kildare and Wicklow, extending down the East Coast and into parts of the Midlands. The *Core Region* contains a strong network of county and market towns and in particular includes Balbriggan (along with Arklow, Drogheda, Navan, Naas, Newbridge and Wicklow).

Of relevance in the case of the Quay Street public realm redevelopment, the RSES notes, under the heading *Heritage Lead Regeneration*, that:

Other initiatives to promote placemaking and the economic vibrancy of historic town centres include the Navan Town Centre Health Check and Wicklow and Balbriggan historic public realm plans, which are linked to the statutory local area plans.

3.3. Fingal County Development Plan 2017-2023

Under the provisions of the Fingal County Development Plan 2017-2023, the lands subject of the proposed redevelopment are zoned MC – Major Town Centre (Protect, provide for and/or improve major town centre facilities). The vision for MC zoned lands, as set out in the Development Plan, is:

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.

The MC zoning objective sets out a comprehensive list of land uses which are permitted in principle and which include those now brought forward as part of the redevelopment proposal.

Balbriggan Historic Town Core is a designated Architectural Conservation Area. The Quay Street redevelopment site is adjoined to the south, along Quay Street, by the said ACA and the boundary of the ACA extends into the site for a short distance along the Bracken River.

The redevelopment site includes lands under the Balbriggan Railway Viaduct, which viaduct is a Protected Structure (RPS 0036) in the ownership of Irish Rail/CIE. Also under the viaduct is the old boathouse of the RNLI, a Protected Structure (RPS 0035) in the control of the Council, the renovation and change of use of which forms part of this Part 8 application. The redevelopment site extends beyond the viaduct northwards to include part of the East Pier of Balbriggan Harbour. The harbour is also a Protected Structure (RPS 0038).

The Development Plan, at section 4.3, notes Balbriggan was designated as a 'Primary Development Centre' in the (superseded) National Spatial Strategy and as a Large Growth Town Level II in the (superseded) Regional Planning Guidelines.

The Development Plan notes the strategic location of the town and the rapid population growth of recent years. It also refers to the major infrastructural projects carried out in the town, including major upgrades to the water supply, foul drainage and roads infrastructure.

The Development Plan notes the previous Urban Design Framework Plan, 2004, identified potential development sites within the town centre. In addition, the Balbriggan Public Realm Plan – 'The Heart of Balbriggan' sponsored by the Heritage Council, and underpinned by a strong public participation framework, seeks to focus on strengthening the social, economic and environmental capital of the town promoting the pivotal role of the town centre area in developing a sustainable community. The Development Plan states that these initiatives, together with the infrastructural and environmental improvements, will provide the impetus for further development and investment in Balbriggan.

Development Plan Objectives specific to Balbriggan include:

- Objective BALBRIGGAN 1
Promote and facilitate the development and growth of Balbriggan as the primary service, social, cultural and local tourist centre in north Fingal.
- Objective BALBRIGGAN 2
Facilitate the implementation of the Urban Design Framework Plan and Balbriggan Public Realm Plan for the town centre to encourage the regeneration of the identified potential development sites within the town centre.
- Objective BALBRIGGAN 6
Prepare a Regeneration Strategy for Balbriggan Harbour in consultation with local fishermen, businesses and community groups having regard to its historic character subject to Screening for Appropriate Assessment.
- Objective BALBRIGGAN 7
Preserve and improve access to the harbour, beaches, seashore, and other coastal areas while protecting environmental resources including water, biodiversity and landscape sensitivities.
- Objective ED68
Promote and facilitate the development of the Fingal Coastal Way from north of Balbriggan to Howth taking full account of the need to protect the natural and cultural heritage of the coast and the need to avoid significant adverse impacts on European sites and species protected by law and ensure the integration of the Fingal Coastal Way with other strategic trails within Dublin City and adjoining counties.

Chapter 3 of the Development Plan deals with “Placemaking”. Inter alia, it states that an Urban Design Framework has been prepared for the centre of Balbriggan. This continues to be the main framework for the development of this area.

Objective PM17

Consider the Urban Design Framework prepared for the centre of Balbriggan to inform and guide development in this area.

Objective NH64

Plan and develop the Fingal Coastal Way from north of Balbriggan to Kilbarrack taking full account of the need to protect the natural and cultural heritage of the coast and the need to avoid significant adverse impacts on European Sites, other protected areas and species protected by law.

3.4. Other Relevant Plans and Initiatives

The Quay Street area was identified for improvements in the Balbriggan public realm plan of 2011 by Fingal County Council (in partnership with the Heritage Council, Balbriggan Town Council and Balbriggan Chamber of Commerce). *The Heart of Balbriggan*, 2011, identified the harbour and seafront for enhancement of the public realm:

Balbriggan is a harbour and coastal town and a fundamental objective of the plan is to accentuate the maritime and coastal character of town and improve physical linkages to the shoreline; in particular linkages from the harbour and viaduct to the main street. The existing Quay Street car park offers an opportunity to not only provide better linkages to Bridge Street but an opportunity to dramatically remake this space as a public square.

The public square thus created will provide a new stage in the town for markets and events and an elegant promenading space. The reclaiming of the car park also offers the opportunity to visually 'de-clutter' the space, revealing views of the Viaduct structure and views through the arches to the harbour and sea.

The piers and parts of the quay walls are in a poor state of repair and need to be sensitively restored. The recent resurfacing of the East Pier at Dun Laoghaire Harbour provides a benchmark for quality in this regard. It is proposed to improve access from the harbour area onto the beach for pedestrians (including buggies and access for disabled people). This may involve a boardwalk-

type arrangement, with better onward connections to the Martello Tower and Bremore Castle.

The harbour and seafront have been identified as potential locations for water-related events, such as triathlon, beach volleyball and a sea-food festival. Making this viable in the medium to long term will necessitate improved water quality at the beach.

There is a need for improved public lighting to the existing underpasses. Existing eyesores, including the railway retaining wall and the north elevation of the pier nightclub, will detract from the character of the space, and will need to be addressed. There is potential for the relationship between the railway and the beach to be improved by the development of a new building on the embankment to interface between the platforms and the beach.

This could house a café/restaurant and viewing point and could facilitate improved access from the station to the beach for visitors and tourists.

Our Balbriggan 2019 – 2025 Rejuvenation Plan is a more recent (2019) initiative by Fingal County Council, with local partnership, toward investment and improvements in the town, inter alia enhancing the public realm. In particular, this has also identified the Quay Street area and the Harbour for public realm upgrade.

*Also of note is a report, by MWP Engineers, on harbours in the Fingal area, including Balbriggan Harbour, *The Assessment of the Marine, Tourism Product and Market Development Potential for Balbriggan, Skerries, Rush and Loughshinny Harbour*. This is expected to inform future proposals to upgrade the harbour, which currently suffers from dereliction.*

*Balbriggan Tidy Towns Committee - *Matt River Assessment and Biodiversity Management Plan* by CDM Smith, 2020, is also of relevance.*

4.0 PROPOSED DEVELOPMENT

The proposed development includes:

- (i) Redevelopment of the existing carpark areas, open space and playground to form a reordered pedestrianised public open space / market space with play space off Quay Street, focused around the arches of the Railway Viaduct.
- (ii) Upgrade of the carpark areas and green open space located between Mill Street, Quay Street and the harbour, including the Bracken River, to provide new hard landscaping and planting zones to encourage flora.
- (iii) Upgrade of street surfaces, pavements, landscaping and green infrastructure, including widening of footpaths, to improve pedestrian linkages from Main Street to Quay Street, the Railway Viaduct, the Beach and the Harbour area.
- (iv) New public lighting and street furniture.
- (v) Redesign of existing surface carparking, including closure of vehicular access point on Quay Street, and incorporating modifications to traffic flow and parking on Quay Street, Mill Street and Harbour Road (Seapoint Lane).



Proposed Layout (PKA)

- (vi) Works to redirect the existing overflow (currently discharging into the Bracken River) from the Irish Water pumping station off Harbour Road to a new discharge location into the Bracken River.
- (vii) Enhancement works to the Bracken River within the existing open space between Quay Street and Mill Street, including widening of the water course to encourage biodiversity,

- increase planting and improve flood resilience along the riverbank (including temporary piping of the Bracken River during the construction period of the proposed development).
- (viii) Resurfacing areas under the Railway Viaduct arches with new granite paving.
 - (ix) Removal of existing low level stone walls to provide a more accessible link between Quay Street and the harbour.
 - (x) Provision within the vicinity of the Railway Viaduct to facilitate future potential market stalls, street food outlets and outdoor dining, to include appropriate utility connection points.
 - (xi) Reduction of overall car parking on site, including removal of Quay Street carpark, reduction of on-street carparking and reduction of Town Carpark (Mill Street), resulting in a car park provision of 63 spaces (a reduction of 175 spaces).
 - (xii) Provision of 152 cycle parking spaces, seating and integrated play equipment.
 - (xiii) Provision of a new single storey Harbour Building (151 sqm) on site of former night club on East Pier of Balbriggan Harbour (Protected Structure) to contain:
 - (a) 1 no. commercial unit with services facing onto the harbour.
 - (b) Provision of associated storage space, office and staff toilet.
 - (c) Provision of public toilets and changing places unit.
 - (d) Provision for seating in vicinity of the harbour building and kiosks.
 - (xiv) Provision of two new single storey, kiosk buildings (33 sqm each) on site of former night club on East Pier of Balbriggan Harbour (Protected Structure), to accommodate visitor information, retail, café, hot food take away, rental of leisure boats, cycles, paddleboards and other recreational equipment.
 - (xv) Demolition of the existing public toilet block immediately south-west of the Railway Viaduct at the entrance to the beach and provision of temporary toilet facilities pending construction of new toilet block.

- (xvi) Construction of a new single storey building south-west of the Railway Viaduct to include toilets, changing, lockers, 'Changing Places Unit' and a retail kiosk.
- (xvii) Proposed conservation of the Former RNLI Boathouse, (Protected Structure RPS no. 0035) at Harbour Road, Balbriggan, Co. Dublin, including change of use to commercial café/retail use with associated site development, services and internal alterations. The area of the single storey building is 63 sqm.
- (xviii) All associated site development works, landscaping, services, piped infrastructure and ducting, changes in level; site landscaping and all associated site development and excavation works above and below ground.

4.1. Design Intention

The redevelopment will form a pedestrian-friendly public space in the area between Quay Street and Mill Street, making connections to the harbour side, leading to new "destination buildings" (two small kiosks and one larger building) on the site of

the demolished nightclub on the East Pier. It will include an event/ market space focused around the arches of the Railway Viaduct and an upgrade of the public realm in the carpark areas and public open spaces on both sides of the Bracken River, including a reduction in the number of parking spaces from 238 to 63.

Existing green areas within the site measure approximately 3760m². Proposed green areas will constitute 4920m², representing an increase of c. 1000m². Landscaping is designed to encourage flora and fauna and maximise the potential of the amenity green space and the Bracken River. Existing trees will be retained where practicable, in accordance with the recommendations of the Tree Survey. Fence-less play spaces will be distributed throughout the soft landscaping.

The Bracken River will be widened, with tiered seating stepping down to the water on the eastern side and natural soft landscaping sloping down to water level on the western bank. These modifications will slow the watercourse, increase the

overall cross section area of the river and improve the environment for flora and fauna as also entail improved flood mitigation.

Hard landscaping areas will have high quality, robust paving surfaces and the public realm upgrades will include new street furniture, lighting masts, bicycle parking and power connections for markets and other outdoor activities. The paving surface will be brought through the Railway Viaduct arches to form a level surface through to the harbour edge. Existing cobbles under the arches will be retained in situ, where possible, and the new surface level will be laid on top using construction techniques which will be reversible. The existing low level stone walls will be removed to improve permeability and to facilitate temporary market stalls and events.

In place of the now demolished former nightclub building on the East Pier, two new harbour structures are proposed. The two pitched roof volumes, clad in Corten steel, will follow the geometries of the harbour edge. The first structure will contain

two kiosk retail units and a covered route for sheltered access.

The second, larger harbour building will provide commercial space (cafe/restaurant) facing onto a new harbour side terrace, with space for outdoor seating. To the rear of the building will be ancillary areas, such as toilets, storage and office space.

The existing public toilet block, immediately south-west of the Railway Viaduct, will be demolished and a replacement structure laid out to avoid negative spaces to the rear of the building, allowing people to circulate around the building. Clad in Corten steel, the building will share an architectural language with the proposed harbour buildings.

The old RNLI boathouse, under the Railway Viaduct, will be conserved and brought into use as a café / retail unit.

To prevent movement of vehicles across the site, from Quay Street to Mill Street, the vehicular access to the Town Carpark will be removed from Quay Street via the bridge and the pedestrian priority zone will be extended to encompass Harbour Road, along

the viaduct, connecting to Mill Street. Local access along these routes will be permitted for harbour users and residents by way of pedestrian priority shared surface. On-street parking is proposed to be removed from Quay Street and Mill Street allowing wider footpaths and designated cycling routes.

5.0 PLANNING CONSIDERATIONS

5.1. Proper Planning and Sustainable Development

Under the provisions of the Fingal Development Plan 2017-2023, the site of the proposed development is appropriately zoned for the uses proposed.

5.2. Architectural Heritage

In respect of architectural heritage, the proposed development will secure the future of the former RNLI boathouse (Protected Structure) in terms of its structural integrity and its use. There are no works proposed to the Railway Viaduct, save minor and reversible interventions to the ground under the arches. The proposed new paving and construction of the proposed kiosks and quayside building on the East Pier of the harbour will have a beneficial impact on this part of Balbriggan Harbour, a Protected Structure. Overall, the proposed development will enhance the setting of the existing Protected Structures and have a slight but evident impact on the edge of the *Balbriggan Historic Town Core* ACA.

5.3. Urban Design

As described above, the redevelopment of the Quay Street and Harbour areas has been an objective of the Council for many years, as set out in previous urban design initiatives and as supported in the Development Plan.

The proposed public realm redevelopment and associated built elements have been designed to a very high level of quality by PKA Architects. In terms of the guidance set out in the *Urban Design Manual: A Best Practice Guide*, the development meets the criteria cited previously.

The public realm is considered as a usable integrated element in the design of the development.

The public realm as proposed for redevelopment will be the central element in the proposal with associated facilities supported by it.

Children's play areas are sited where they will be overlooked, safe and contribute to the amenities of the neighbourhood.

Children's play has been a central consideration in the evolution of the design.

The materials and external design make a positive contribution to the locality.

The chosen materials have been selected to improve the quality and appearance of this key location within Balbriggan.

The landscape design facilitates the use of the public spaces from the outset.

The central purpose of the proposed redevelopment is to achieve this objective.

Open car parking areas are considered as an integral element within the public realm design and are treated accordingly.

The landscaping scheme takes a holistic design approach, whereby the entire public realm, including parking areas, is treated in a fully integrated fashion.

5.4. Impact on adjacent and adjoining properties

The general environs of Quay Street, Harbour Road and the East Pier, within which the redevelopment is to take place, currently have a very

uneven quality. In particular, Balbriggan Harbour is extremely rundown and the proposed development will greatly improve the overall appearance of the area and is expected to act as an attractor of further investment.

5.5. Access, Car Parking and Cycle Parking

The proposed development will entail some localised changes to traffic flow in the immediate vicinity of the site.

A one-way road along Quay Street, which includes the removal of on-street parking, reduction of road width and introduction of a designated two-way cycle path is proposed. The proposed scheme aims to avoid vehicular traffic traversing the site (from Quay Street to Mill Street) by removal of the vehicular link to the Town carpark from Quay Street, thus allowing unfettered pedestrian and cycling access across the site (Bridge Street to the Harbour).

A pedestrian priority shared surface is proposed for Harbour Road, continuing along the road parallel to the viaduct and including the connection from the west pier back to Mill Street. This route will allow access to harbour users and residents only.

Mill Street will be retained as a single lane, one-way road with access to the Town carpark from Mill Street only.

Linkages to Balbriggan cycling routes, as identified in the Fingal Development Plan 2017-2023 Sheet 4 and NTA Greater Dublin Area Cycle Network Plan, North Fingal - Proposed Cycle Route Network (Route Ba4-South Ring Road from R132 Dublin Road to R122 Naul Road), are promoted through the site.

The future Fingal Coastal Way will pass through the Quay Street and Environs site as identified in Stage 2 Route options Overview, Sub-section 2C. After an initial workshop with the consultant engineers for the Coastal Way, a preferred route was agreed in principle through Seapoint Lane, connecting to the site at the proposed shared surface on Harbour Road and north of the viaduct connecting to a path east of the railway line at the connection of the site to the beach.

In relation to car parking, as part of the redevelopment of the public realm, it is proposed to provide 63 public parking spaces in total within the car park, which constitutes a reduction in numbers of 175. This figure has been determined as appropriate on foot of surveys carried out in connection with the Balbriggan-wide access study currently under way.

Cycle parking will be provided for 152 bicycles, which is a generous provision. However, there is scope to provide further spaces if required subsequently.

5.6. Engineering Services

Hayes Higgins Partnership, Consulting Engineers, have assessed the site in terms of drainage and water supply and determined that there are no significant impediments in terms of provision of piped services, including drainage and water supply.. The development will employ SUDs attenuated surface water flow.

5.7. Trees

Existing trees will be retained where reasonably practicable and as shown on the Austen Associates landscaping design.

5.8. Bracken River

The Bracken River runs through the site in an artificial channel. Currently this section of the river is of little ecological value, but the proposed development entails widening of the water course and the introduction of landscaping elements and planting to enhance biodiversity. Improved access for the public to this water course will be provided including in the form of steps leading to the water.

5.9. Flood Risk

The proposed development on the East Pier is on lands shown as Flood Zone C on the relevant maps, as are the access points into the Quay Street site. Most of the Quay Street site falls within Flood Risk Zone A or B. However, the land uses proposed are regarded as acceptable, being generally open space/recreational in nature. McCloy Consulting Engineers

have carried out a flood risk assessment and have indicated a further, more detailed stage of assessment may be required in respect of certain details.

5.10. Natural Heritage

A screening for Appropriate Assessment, under the provisions of the Habitats Directive, by Altemar Environmental Consultants, established that it can be concluded that the development, individually or in combination with other plans and projects, would not be likely to have a significant effect on any Natura 2000 site.

An Ecological impact Assessment, also by Altemar, has concluded that the proposed development will result in a long term minor beneficial not significant residual impact on the ecology of the area and locality overall. This is primarily as a result of the creation of additional biodiversity features including sensitive landscaping and lighting strategy.

A detailed study in respect of the Bracken River, in 2020, on behalf of the Balbriggan Tidy Towns Committee (*Matt River Assessment and*

Biodiversity Management Plan by CDM Smith, 2020) confirmed elevated nutrient levels in the water and identified potential sources in areas upstream of the Quay Street proposed development.

Proposed public lighting has been designed to minimise any negative impacts on bats. In addition to the recent bat survey by Altemar (June 2022) a previous survey in 2020 showed only limited relevance in this regard (*A bat assessment of Balbriggan Arches, Balbriggan Harbour, 2020*, by Brian Keeley BSc (Hons) *et al*).

5.11. Environmental Impacts

A screening for Environmental Impact Assessment has been carried out. It has been concluded that the proposed development, taken in conjunction with other existing and permitted development, is not likely to have significant effects on the environment, subject to appropriate mitigation measures.

5.12. Consultations

Extensive consultations have been held with stakeholders and public representatives in relation to the proposed development. These are described in the relevant report on stakeholder meetings.

CONCLUSION

The development complies with the provisions of the Fingal County Development Plan, 2017-2023. It also generally complies with previous urban design initiatives supported by the Development Plan.

The proposed development will result in a major improvement of the public realm in the centre of Balbriggan and part of its harbour.

The proposed development is in accordance with the proper planning and sustainable development of the area.