

**RE: PUBLIC REALM IMPROVEMENTS
FOR A PEDESTRIANISED NEW
STREET, MALAHIDE**



**ENVIRONMENTAL IMPACT
ASSESSMENT SCREENING
REPORT**

February 2023

BMA PLANNING

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1.0 INTRODUCTION

1.1 PURPOSE OF THE REPORT

This report is the Environmental Impact Assessment (EIA) Screening Report for proposed public realm improvements for a pedestrianised New Street at Malahide, Co. Dublin (hereafter the “**proposed public realm improvements**”). This report has been prepared in accordance with the applicable provisions of Directive (2011/92/EU) of the European Parliament and of the Council of 13 December 2011 on the assessment of the effects of certain public and private projects on the environment as amended by Directive 2014/52/EU of the European Parliament and of the Council of 16 April 2014 (the “**EIA Directive**”) and the Planning and Development Regulations 2001 (as amended) (the “**2001 Regulations**”).

This EIA Screening Report has been prepared so as to enable the Competent Authority to consider whether the proposed public realm improvements are likely to have significant effects on the environment such that an EIA is required, in accordance with the provisions of the EIA Directive.

1.2 OVERVIEW OF THE PROPOSED PUBLIC REALM IMPROVEMENTS

The proposed public realm improvements are typical of works undertaken in urban areas throughout Ireland with the purpose of enhancing public streetscapes and in promoting sustainable transport modes and encouraging walking and cycling as priorities over the private car. The National Planning Framework (NPF), for example, sets out 10 National Strategic Outcomes and 75 National Policy Objectives to enable all parts of Ireland, urban and rural to accommodate growth and change. National Policy Objective 27 seeks to “*ensure the integration of safe and convenient alternatives to the car into the design of our communities, by prioritising walking and cycling accessibility to both existing and proposed developments, and integrating physical activity facilities for all ages*”. The proposed public realm improvements for a pedestrianised New Street, Malahide represent a positive example of this national policy being given local effect by Fingal County Council throughout the County, but in particular in “Town and District Centres” such as Malahide.

Public realm improvement works of this kind generally fall well below relevant EIA thresholds due to the localised nature and limited scale of the works and because they are located within the existing built environment.

Prior to the outbreak of Covid-19 in March 2020, New Street, Malahide accommodated two-way traffic movement. Following a government mandate to review road networks in urban areas to identify areas that could prioritise pedestrian and cycle movements, New Street was pedestrianised from June 2020 to December 2020. This arrangement was modified to a one-way system for vehicular traffic from December 2020 to June 2021. In June 2021, Fingal County Council pedestrianised New Street. As a result, there is currently time limited one-way

access from 7am to 11am each day for deliveries and emergency vehicles from Main Street/ The Diamond to New Street and two-way access from Strand Street to Ross's Terrace via New Street.

The proposed public realm improvements are now being brought forward for a pedestrianised New Street to enhance the public realm in line with local, regional and national land use planning and transportation policies. The proposed public realm improvements for a pedestrianised New Street will bring positive impacts in terms of enhancing the streetscape at New Street and promoting active travel modes with improved facilities for pedestrians and cyclists. This EIA Screening Report considers whether the pedestrianisation and proposed public realm improvements to New Street are likely to have significant effects on the environment compared with the position in 2019 when there was two-way traffic on New Street. In addition, and for completeness, as is evident from table 4.2 below, this EIA Screening Report has also considered whether there are any likely significant effects arising when comparing the proposed public realm improvements for a pedestrianised New Street with the current position on New Street today.

The proposed public realm improvements involve the widening of footpaths and provision of new kerb edges to the widened footpaths and public spaces on New Street, Malahide (c.150m in length, 0.22ha). The trafficable section of New Street will be realigned and narrowed and control measures will be inserted to provide for revised traffic flow routes, restrictions, car parking and loading arrangements.

All street surfaces will be upgraded and existing street trees replaced with new trees and added soft landscaping. Outdoor dining zones will be identified and new street furniture installed. New public lighting will be provided and the water services and utilities networks within the street will be upgraded.

1.3 QUALIFICATIONS

This report has been compiled by BMA Planning under the direction of John Murphy. John Murphy is a qualified town planner with BMA Planning, Planning and Development Consultants since 2004. He has an undergraduate degree from the University of Galway and a Masters in Regional and Urban Planning (MRUP) from University College Dublin. He is a corporate member of the Irish Planning Institute and operates in accordance with their code of professional conduct.

As a planning consultant for over 18 years, he has extensive experience in major urban development and infrastructure projects throughout Ireland, including the preparation of multiple Environmental Impact Assessment Screening Reports and Environmental Impact Assessment Reports for residential, commercial and infrastructure projects.

1.4 TECHNICAL SUPPORTING DOCUMENTS

This EIA Screening Report has been prepared with the benefit of the information and technical reports from the project design team contained within the appendices to this report.

List of Appendices

- A. Site Location and Site Layout Plans prepared by DFLA
- B. Archaeological Assessment by Archaeology Plan
- C. Architectural Heritage Assessment by Coady Architects
- D. Report for Screening for Appropriate Assessment by Faith Wilson Ecological Consultant
- E. Engineering Planning Report by Punch Consulting Engineers
- F. Construction Management Plan by Punch Consulting Engineers
- G. Construction & Demolition Waste Management Plan by Punch Consulting Engineers
- H. Site Specific Flood Risk Assessment by Punch Consulting Engineers
- I. Traffic & Transport Assessment by Punch Consulting Engineers
- J. Arboricultural Report by the Tree File Consulting Arborists.
- K. List of Planning Permissions (see Section 3.1.4 below).

2.0 LEGISLATION, GUIDELINES, AND REQUIREMENTS FOR EIA SCREENING

2.1 RELEVANT LEGISLATION & GUIDELINES

The EIA Directive requires that projects likely to have significant effects on the environment are made subject to an assessment with regard to their effects on the environment before development consent is given for such projects.

Projects listed in Annex I of the EIA Directive (as transposed in Part 1 of Schedule 5 to the Planning and Development Regulations 2001 (as amended)), and projects listed in Annex II of the EIA Directive (as transposed in Part 2 of Schedule 5 to the 2001 Regulations) that equal or exceed the thresholds set out in Part 2 of Schedule 5 to the 2001 Regulations, require a mandatory EIA.

Projects listed in Annex II, that do not equal or exceed the thresholds set out in Part 2 of Schedule 5 to the 2001 Regulations, require screening to determine whether an EIA is required.

Therefore in order to determine whether an EIA is required, it is necessary to:-

- 1) Review the proposed public realm improvements against the classes of projects set out in Annex I of the EIA Directive, as transposed into Irish law by Part 1 of Schedule 5 to the 2001 Regulations. Annex I projects require mandatory EIA and, as such, there is no screening determination required; and
- 2) Review the proposed public realm improvements against the classes of projects and thresholds set out in Annex II to the EIA Directive (as transposed in Part 2 of Schedule 5 to the 2001 Regulations) and Part 2 of Schedule 5 to the 2001 Regulations. Where a proposed development falls into a class of project set out in Annex II to the EIA Directive (as transposed in Part 2 of Schedule 5 to the 2001 Regulations) and the relevant thresholds set out in Part 2 of Schedule 5 to the 2001 Regulations are met or exceeded, EIA is mandatory and no screening determination is required.
- 3) However, for “sub-threshold” development (that is, development falling within a class of project identified in Annex II to the EIA Directive (as transposed in Part 2 of Schedule 5 to the 2001 Regulations) but below the relevant threshold set out in Part 2 of Schedule 5 to the 2001 Regulations), a screening determination is required to be undertaken in order to ascertain whether by virtue, inter alia, of its nature, size or location, that development would be likely to have significant effects on the environment such that an EIA is required.

This EIA Screening Report has been prepared having regard to the following documents:-

- *Interpretation of Definitions of Project Categories of Annex I and II of the EIA Directive (European Commission, 2015)*

- *Environmental Impact Assessment of Projects: Guidance on Screening (European Commission, 2017)*
- *Ministerial Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment (Department of Housing, Planning, and Local Government, 2018).*
- *OPR Practice Note PN02: Environmental Impact Assessment Screening (Office of the Planning Regulator, 2021).*
- *Guidelines on Information to be contained in Environmental Impact Assessment Reports (Environmental Protection Agency, 2022).*

As set out in the “Ministerial Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment” (2018), screening is the initial stage in the EIA process and determines whether or not specified public or private developments are likely to have significant effects on the environment and, as such, require EIA to be carried out prior to a decision on a development consent application being made. A screening determination is a matter of professional judgement, based on objective information relating to the proposed project and its receiving environment. Environmental effects can, in principle, be either positive or negative.

The Environmental Protection Agency’s *Guidelines on Information to be contained in Environmental Impact Assessment Reports* provide a flow diagram of the screening process, which is the process that has been followed in the preparation of this EIA Screening Report, as follows:-

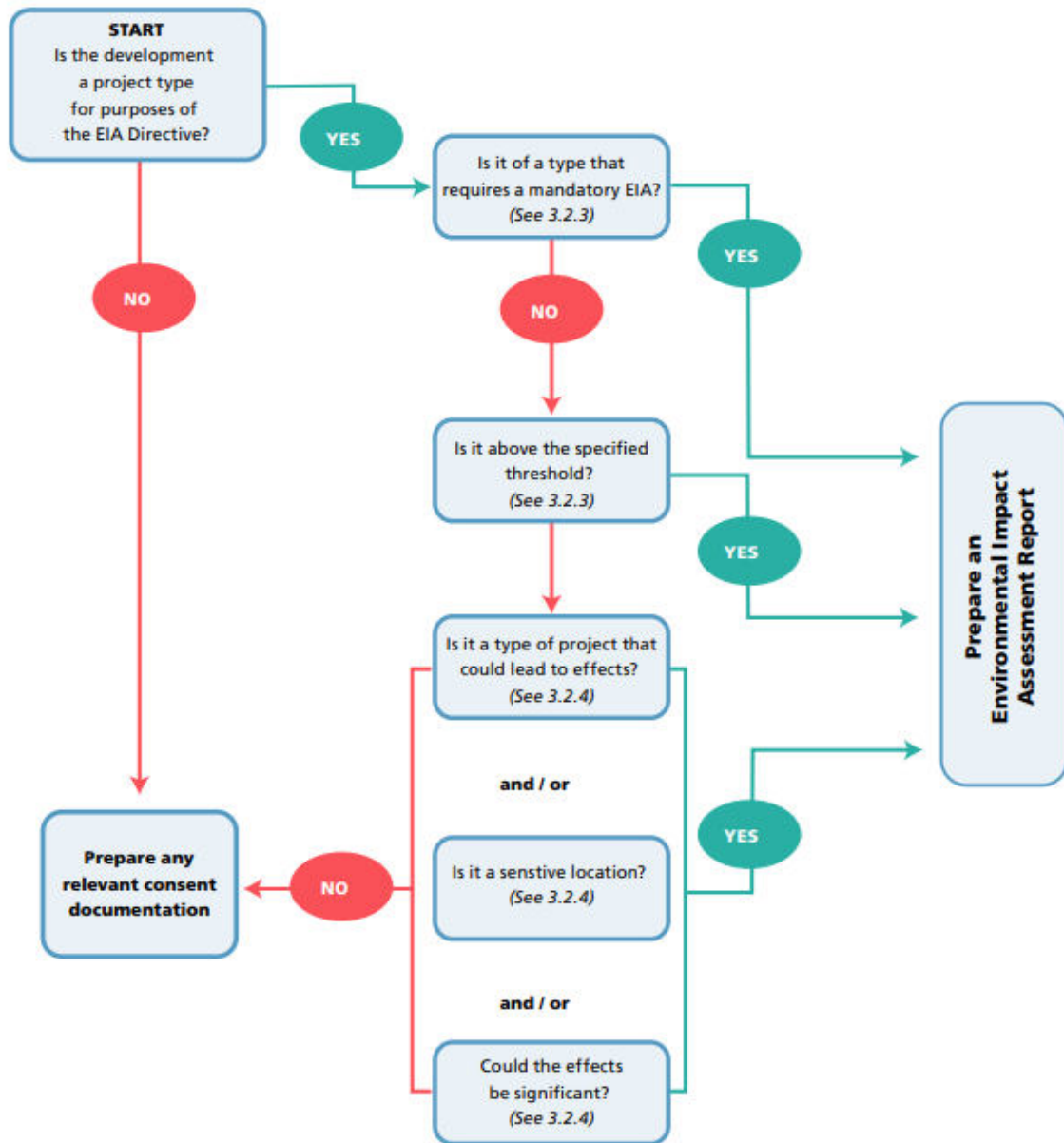


Figure 3.2 Screening

(Source: *Guidelines on Information to be contained in Environmental Impact Assessment Reports* (Environmental Protection Agency, 2022)).

2.2 REQUIREMENT FOR MANDATORY EIA

The proposed public realm improvements do not fall within any of the classes of projects identified in Annex I to the EIA Directive and listed in Part 1 of Schedule 5 to the 2001 Regulations, which require a mandatory EIA.

Furthermore, the proposed public realm improvements do not meet or exceed the thresholds set out in Part 2 of Schedule 5 to the 2001 Regulations for any of the classes of projects identified in Annex II to the EIA Directive (as transposed in Part 2 of Schedule 5 to the 2001 Regulations).

The class of project set out in Part 2 of Schedule 5 to the 2001 Regulations which is most relevant to the proposed public realm improvements is Class 10(b)(iv), which appears under the heading "Infrastructure Projects" and is:-

10. Infrastructure projects

(a)

(b) (i) Construction of more than 500 dwelling units.

(ii) Construction of car-parks providing more than 400 spaces, other than a car-park provided as part of, and incidental to the primary purpose of, a development.

(iii) Construction of shopping centres with a gross floor space exceeding 10,000 square metres

*(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.)*

(emphasis added)

The proposed public realm improvements are located in a business district and therefore the relevant threshold for the purposes of Class 10(b)(iv) is "an area greater than 2 hectares."

The proposed public realm improvements, being a street of 150m in length with a site area of 0.22ha, fall well below this threshold and therefore do not trigger a requirement for a mandatory EIA.

2.3 SUB-THRESHOLD EIA

As set out above, the proposed public realm improvements fall into Class 10(b)(iv) of Annex II to the EIA Directive, as transposed in Part 2 of Schedule 5 to the 2001 Regulations, and do not exceed the relevant threshold of 2 hectares. Therefore the proposed public realm improvements are considered “sub-threshold development” and an EIA Screening is required.

The information to be provided by the developer for the purpose of screening for sub-threshold development is set out in Annex IIA to the EIA Directive, as transposed in Schedule 7A of the 2001 Regulations as follows:

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.*

Further, Annex III to the EIA Directive (as transposed in Schedule 7 to the EIA Directive) sets out the criteria to determine where a project (i.e. sub-threshold development) should be subject to EIA. The criteria for assessing sub-threshold development under the EIA Directive are grouped under three headings, namely (i) Characteristics of Proposed Development, (ii) Location of Proposed Development and (iii) Characteristics of Potential Impacts.

Competent authorities must have regard to these criteria in making a determination as to whether or not a sub-threshold development is likely to have significant effects on the environment by virtue inter alia of its nature, size or location and should be subject to EIA.

Schedule 7 to the 2001 Regulations (which transposes Annex III to the EIA Directive and includes an additional criterion over and above Annex III namely: “*the nature of any associated demolition works*”, which criterion has been considered as appropriate in this EIA Screening Report) states as follows: -

‘CRITERIA FOR DETERMINING WHETHER DEVELOPMENT LISTED IN PART 2 OF SCHEDULE 5 SHOULD BE SUBJECT TO AN ENVIRONMENTAL IMPACT ASSESSMENT

1. Characteristics of proposed development

The characteristics of proposed development, in particular—

- (a) the size and design of the whole of the proposed development,*
- (b) cumulation with other existing development and/or development the subject of a consent for proposed development for the purposes of section 172(1A)(b) of the 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,*
- (c) the nature of any associated demolition works,*
- (d) the use of natural resources, in particular land, soil, water and biodiversity,*
- (e) the production of waste,*
- (f) pollution and nuisances,*
- (g) the risk of major accidents, and/or disasters which are relevant to the project concerned, including those caused by climate change, in accordance with scientific knowledge, and*
- (h) the risks to human health (for example, due to water contamination or air pollution).*

2. Location of proposed development

The environmental sensitivity of geographical areas likely to be affected by the proposed development, with particular regard to—

- (a) the existing and approved land use,*
- (b) the relative abundance, availability, quality and regenerative capacity of natural resources (including soil, land, water and biodiversity) in the area and its underground,*
- (c) the absorption capacity of the natural environment, paying particular attention to the following areas:*
 - (i) wetlands, riparian areas, river mouths;*
 - (ii) coastal zones and the marine environment;*
 - (iii) mountain and forest areas;*
 - (iv) nature reserves and parks;*
 - (v) areas classified or protected under legislation, including Natura 2000 areas designated pursuant to the Habitats Directive and the Birds Directive and;*
 - (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;*
 - (vii) densely populated areas;*

(viii) *landscapes and sites of historical, cultural or archaeological significance.*

3. *Types and characteristics of potential impacts*

The likely significant effects on the environment of proposed development in relation to criteria set out under paragraphs 1 and 2, with regard to the impact of the project on the factors specified in paragraph (b)(i)(I) to (V) of the definition of ‘environmental impact assessment report’ in section 171A of the Act, taking into account—

- (a) the magnitude and spatial extent of the impact (for example, geographical area and size of the population likely to be affected),*
- (b) the nature of the impact,*
- (c) the transboundary nature of the impact,*
- (d) the intensity and complexity of the impact,*
- (e) the probability of the impact,*
- (f) the expected onset, duration, frequency and reversibility of the impact,*
- (g) the cumulation of the impact with the impact of other existing and/or development the subject of a consent for proposed development for the purposes of section 172(1A)(b) of the 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, and*
- (h) the possibility of effectively reducing the impact.’*

The following Sections 3.0 and 4.0 provide the information required by Schedule 7 and 7A to the 2001 Regulations as set out in the table below:-

Schedule 7A to the 2001 Regulations	Relevant Section
<p>1. <i>A description of the proposed development, including in particular—</i></p> <ul style="list-style-type: none"> <i>(a) a description of the physical characteristics of the whole proposed development and, where relevant, of demolition works, and</i> <i>(b) a description of the location of the proposed development, with particular regard to the environmental sensitivity of geographical areas likely to be affected.</i> 	<p>Section 3.1 and Table 4.1</p> <p>Section 3.2 and Table 4.1</p>
<p>2. <i>A description of the aspects of the environment likely to be significantly affected by the proposed development.</i></p>	<p>Section 3.2 and Table 4.2</p>

Schedule 7A to the 2001 Regulations	Relevant Section
<p>3. <i>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—</i></p> <p><i>(a) the expected residues and emissions and the production of waste, where relevant, and</i></p> <p><i>(b) the use of natural resources, in particular soil, land, water and biodiversity.</i></p>	<p>Section 3.1 and Table 4.1</p> <p>Section 3.2 and Table 4.1</p>
<p>4. <i>The compilation of the information at paragraphs 1 to 3 shall take into account, where relevant, the criteria set out in Schedule 7.</i></p>	<p>Section 3 and Table 4.1</p>

3.0 DESCRIPTION OF THE PROJECT

3.1 CHARACTERISTICS OF PROPOSED DEVELOPMENT

This section provides a description of the physical characteristics of the proposed public realm improvements for a pedestrianised New Street.

3.1.1 Development Description

The proposed public realm improvements will comprise: -

- (i) Widening of footpaths and provision of new kerb edges with existing kerbstones retained, realigned and protected within the widened footpaths and public spaces.
- (ii) Realignment and narrowing of the trafficable section of New Street (c.150m in length, 0.22ha) and insertion of control measures and all necessary signage to provide for a pedestrianised street with associated traffic flow routes and restrictions allowing for time limited one-way access from 7am to 11am each day for deliveries and emergency vehicles from Main Street/ The Mall to New Street and a two-way access from Strand Street to Ross's Terrace via New Street.
- (iii) Upgrade of all street surfaces.
- (iv) Provision of 2no. loading bays at the southern and northern ends of New Street and an accessible parking space in front of the HSE building.
- (v) Installation of cycle stands at 6no. locations on New Street with capacity for 23no. cycle parking spaces.
- (vi) Removal and replacement of 11no. existing trees with 37no. trees of species appropriate to the location and environment and provision of soft landscaping and green infrastructure with planting zones for seeded, planted and hedging areas and associated bioretention and tree pit areas.
- (vii) Provision of outdoor dining zones including tables and chairs and other ancillary moveable structures.
- (viii) Provision of street furniture including seating, benches and litter and recycling bins and a water feature.
- (ix) New public lighting.
- (x) Upgrade of the watermain and foul drainage networks and upgrade and relocation of the surface water drainage network including provision of sustainable urban drainage systems (SUDs) features as part of hard and soft landscaping.
- (xi) Provision of ducting for existing and future utilities and piped infrastructure.
- (xii) All associated site and development works.

Fingal County Council will be providing regulatory traffic signs (including regulatory signs which give effect to a pedestrianisation of New Street) in accordance with Section 95 of the Road Traffic Act 1961 (as amended).

3.1.2 Site Context and Location

New Street is generally characterised by two storey terraced buildings incorporating a mix of residential dwellings, shops, restaurants and public houses. The street slopes down from south to north and incorporates footpaths on the eastern and western sides, street trees and a roadway that previously accommodated two-way traffic movement. Pedestrian crossings are provided at the northern and southern ends of the street.

Prior to the outbreak of Covid-19 in March 2020, New Street, Malahide accommodated two-way traffic movement. Following a government mandate to review road networks in urban areas to identify areas that could prioritise pedestrian and cycle movements, New Street was pedestrianised from June 2020 to December 2020. This arrangement was modified to a one-way system for vehicular traffic from December 2020 to June 2021. In June 2021, Fingal County Council pedestrianised New Street. As a result, there is currently time limited one-way access from 7am to 11am each day for deliveries and emergency vehicles from Main Street/ The Diamond to New Street and two-way access from Strand Street to Ross's Terrace via New Street.

The proposed public realm improvements are now being brought forward for a pedestrianised New Street to enhance the public realm in line with local, regional and national land use planning and transportation policies. This EIA Screening Report considers whether the pedestrianisation and proposed public realm improvements to New Street are likely to have significant effects on the environment compared with the position in 2019 when there was two-way traffic on New Street. In addition, and for completeness, as is evident from table 4.2 below, this EIA Screening Report has also considered whether there are any likely significant effects arising when comparing the proposed public realm improvements for a pedestrianised New Street with the current position on New Street today.

The lands to the rear of the existing buildings on New Street comprise a mixture of rear gardens/ courtyards used for amenity and servicing purposes and are accessed either directly through the buildings or via laneways. There is an additional side street off New Street known as Ross Terrace, providing access to Ross Cottages to the rear (east) of New Street. New Street Mall is located on the western edge of New Street and comprises a pedestrian mall space with shop and office units at ground and first floor levels. A car park is also located to the rear of New Street Mall and the vehicular entrance to this car park is provided from Strand Street.

The surrounding land uses comprises a mix of retail, commercial and residential uses accommodated within a series of streets including Old Street and Railway Avenue to the west, Townyard Lane and James Terrace Upper to the east and Main Street, The Mall and Church Road to the south.

New Street connects to The Green which is located north through the junction with Strand Street and links to Malahide Marina Village. The western side of The Green comprises a development of 3 to 4 storeys with ground floor units accommodating Starbucks and Tesco. The eastern side of this street is the site of a large landscaped urban space completed in 2021,

incorporating passive green spaces, seating and pathways leading to Malahide Estuary wall to the east.

Figure 3.1 illustrates the location and extent of the site at New Street, Malahide.

3.1.3 Size and Design

The site comprises New Street, Malahide, a street of c.150m in length, c.14m wide with an area of 0.22ha.

The proposed public realm improvements include widening of footpaths and provision of new kerb edges. The existing granite kerbstones will be retained, realigned and protected within the widened footpaths and public spaces.

The trafficable section of New Street will be realigned and narrowed along New Street (c.150m in length). All street surfaces will be upgraded including new carriageway surfacing and natural stone paving to the widened footpaths.

Access and Parking

Control measures will be inserted to provide for traffic flow routes and restrictions allowing for time limited one-way access from 7am to 11am each day for deliveries and emergency vehicles from Main Street/ The Mall to New Street and an unrestricted two-way access from Strand Street to Ross's Terrace via New Street. Signage will be installed to give effect to a pedestrianised New Street.

The proposed public realm improvements include the provision of 2no. loading bays at the southern and northern ends of New Street and an accessible parking space in front of the HSE building.

Cycle parking is provided for standard cycles, cargo bikes and ebikes within cycle stands at 6no. locations on New Street. Provision is made for 23no. cycle parking spaces.

Landscaping

Hard and soft landscaping improvements are proposed along the full length of New Street. These include the removal and replacement of 11no. existing trees with species appropriate to the location and environment. Additional soft landscaping and green infrastructure comprises planting zones for seeded, planted and hedging areas and associated bioretention and tree pit areas. Outdoor dining zones including tables and chairs and other ancillary moveable structures are identified on the proposed New Street with street furniture provided including seating, benches, litter and recycling bins and a water feature.

Services Infrastructure

Available records and survey information confirms that the existing stormwater drainage network on New Street comprises a 225mm stormwater piped concrete sewer flowing south to north connecting to a 225mm stormwater piped concrete sewer flowing west to east on Strand Street. As part of the public realm improvements, interception measures will be provided to reduce and treat surface generated on site. Stormwater on site will be routed to road gullies and channels to inspection chambers with inlets to bioretention areas. These bioretention areas will then connect into the existing 225mm stormwater sewer which will be diverted clear of all bioretention areas.

Existing foul drainage comprises a 225mm foul sewer running west to east on the street connecting to Ross Cottages to the south of the site, a 300mm foul sewer running east to west along Strand Street and a 225mm foul sewer running west to east along Main Street. As part of the public realm improvements a new gravity design network is proposed within a relocated 300mm diameter foul sewer proposed along New Street and connecting to the existing 300mm foul sewer on Strand Street.

Watermain infrastructure in the area comprises 3" and 200mm watermains on New Street and 3" watermains on both Strand Street and Main Street. As part of the public realm improvements, the existing 3" watermain on New Street will be replaced with a 150mm watermain.

Regarding mechanical and electrical Services, the proposed public realm improvement works will provide for new services, relocating of existing services and removal of redundant infrastructure. 110mm ducts will be provided to accommodate existing and future services. New public lighting fixtures will be provided.

3.1.4 Cumulation of Effects

EIA screening requires consideration of the potential cumulation of effects with other existing and/or approved projects.

To understand the potential cumulative effects of the proposed development with other existing and/or approved projects, firstly a review of the Fingal County Council online database for recent planning permissions (in the past 5 years) within the site and within the buildings adjoining the subject site has been undertaken.

There are no planning permissions for other developments within the application site red line at New Street.

As described above, New Street comprises a mix of residential dwellings, shops, restaurants and public houses. **Appendix K** contains a list of the planning permissions granted within the buildings on New Street. These permissions generally relate to development (e.g. extension,

reconfiguration, change of use, signage) that typically occurs within an established and developed urban village and comprise works that do not give rise to any likely significant cumulative effects with the proposed public realm improvements.

In addition, a review of recent permissions within the wider *'TC – Town and District Centre'* zoned area of Malahide Village was also completed. Landscape improvements to The Green, located directly to the north of the site, were granted in 2017 (Ref. Part XI/007/17) and completed in 2021 and included layout revisions, installation of paving, street furniture and recontouring of the open space, and do not give rise to any likely significant cumulative effects with the proposed public realm improvements. Also of note is the permitted Broadmeadow Greenway, granted permission by An Bord Pleanála (Bord Ref. YA06F.304624) in May 2020 and comprising a greenway between Malahide Demesne and Newbridge Demesne. The route of the permitted greenway is located c.150m to the west of the New Street/ Strand Street junction. The permitted Broadmeadow Greenway, like the existing Baldoyle Portmarnock Greenway, is part of a wider network of greenways proposed for Fingal and includes the planned Sutton to Malahide Greenway, all of which will promote and facilitate Active Travel within Malahide and the wider county and does not give rise to any likely significant cumulative effects with the proposed public realm improvements.

Outside of the village area, it is possible that other projects, including proposed Strategic Housing Developments (SHDs) in the Malahide Road and Back Road areas of Malahide, will be under construction at the same time as the current project. These projects will be at a remove from the site at New Street and are a significant distance away from it. The primary cumulative impact would likely relate to construction traffic, however construction traffic relating to these other projects would not need to enter or travel through Malahide Village and so is unlikely to give rise to any likely significant cumulative effects with the proposed New Street public realm improvements.

3.1.5 Associated Demolition Works

No buildings are proposed to be demolished. The development includes the removal and disposal of the existing surface treatments and trees which will to be undertaken in accordance with best practice and recycled and reused where possible. Refer to **Construction and Demolition Waste Management Plan** [Punch Consulting Engineers] where this is clearly set out.

3.1.6 Use of Natural Resources

The works are proposed to the existing hardstanding surfaces within New Street. Ground disturbance during the construction phase will be kept to a minimum with removal of existing surfaces and service diversions requiring excavation of some soils.

There are 11no. existing trees on New Street. All are proposed to be removed. The existing trees have been surveyed and are considered to be contextually incompatible and it is the project arborist's view that retention of the existing trees would lead to irreparable damage and trip hazards. A total of 37no. new trees are proposed and the proposed tree species are selected for suitability to local conditions and microclimate, biodiversity and where necessary suitable for close proximity to buildings. Refer to **Arboricultural Report** [The Tree File] where this is set out.

3.1.7 Production of Waste

The development will involve localised excavation with the main waste type generated being soil/ stones and existing surface treatments. Table 3.1 below is extracted from the **Construction and Demolition Waste Management Plan** [Punch Consulting Engineers] and provides estimates of the construction and demolition wastes/ material surpluses that are likely to arise.

Construction Waste Material	Quantity	Actions
Metal	2t	Not envisaged at this stage of the project*
Concrete	50t	50% of any waste concrete to be recycled and 50% to be properly disposed of
Paper & Cardboard	1t	100% of any waste packaging to be recycled
Plastic		100% of any waste packaging to be recycled
Wood	2t	100% of any waste timber to be recycled
Mixed Waste	15t	Waste materials will be recycled where possible or disposed of appropriately
Mineral (bricks, gypsum)	5t	100% of any waste masonry to be recycled
Soil/Stones	840t	100% of any soil or stones to be recycled and reuse on site subject to suitability of material
Residues	10t	Any other waste materials will be recycled where possible or disposed of appropriately
TOTAL Arisings	925t	

Table 3.1: Estimated C&D Waste Arisings on Site (Source: Construction and Demolition Waste Management Plan by Punch Consulting Engineers.)

Where waste materials are moved off site, it is the intention to engage specialist waste service contractors, who will possess the requisite authorisations, for the collection and movement of waste off-site, and to bring the material to a facility which currently holds a Waste Licence/ Waste Permit/ Certificate of Registration. Waste management will to be undertaken in accordance with best practice. Refer to **Construction and Demolition Waste Management Plan** [Punch Consulting Engineers] where this is set out. The **Traffic and Transport Assessment** (hereafter TTA) [Punch Consulting Engineers] has considered the volumes of traffic that will be generated during the construction phase and concludes that these will be small in comparison to existing traffic flows in the general area and therefore there are no likely significant effects arising.

3.1.8 Pollution and Nuisances

Due to the nature, scale and character of the proposed development, the potential for pollution and nuisances is limited and would be confined primarily to the construction phase.

During construction, there is some potential for short-term negative impacts related to dust to occur, however this will be limited to the works area. Potential short-term noise/ vibration impacts may arise during construction activities and will also be limited to the works area. Best practice construction site management will minimise dust and noise/ vibration emissions during the short construction phase and therefore any effects on the environment are not likely to be significant.

There is potential for silt run off or accidental spillage of fuels, construction materials etc. during the construction phase. Due to the limited nature and scale of works involved however, the potential effects are not considered to be likely or significant on this project.

The TTA concludes that the small volumes of construction stage traffic will be absorbed within the network and the effects of construction related traffic in terms of pollution and nuisances are not likely to be significant.

3.1.9 Risk of Major Accidents or Disasters

The northern end of the site is located within Flood Zone A for fluvial flooding. The proposed public realm improvements are classified as a Water Compatible Development under the '*The Planning System and Flood Risk Management Guidelines 2009*' and as such are appropriate for this location. Refer to ***Site Specific Flood Risk Assessment*** [Punch consulting Engineers] which says that the proposed development is considered appropriate for this location and will not increase the flood risk elsewhere.

3.1.10 Risks to Human Health

Storm Water interception measures are proposed to reduce and treat surface water generated on New Street during the operational phase of the development. The introduction of a dedicated foul sewer as part of the project will allow for foul connections directly from premises along New Street, thereby reducing the foul sewer effluent in the pre-existing stormwater system.

3.2 LOCATION OF THE PROPOSED DEVELOPMENT

This section provides a description of the location of the proposed development with particular regard to the environmental sensitivity of geographical areas likely to be affected.

3.2.1 Existing and Approved Land Use

The site is located within Malahide Village Centre which is zoned 'TC – Town and District Centre' in the *Fingal Development Plan 2017 - 2023*. This zoning objective is proposed to be retained in the *Draft Fingal Development Plan 2023 – 2029*.

All lands adjoining the site carry the same zoning objective except for The Green, located to the north and comprising a large landscaped urban space completed in 2021, incorporating passive green spaces, seating and pathways leading to Malahide Estuary wall to the east. These lands are zoned 'OS – Open Space'.

Figure 3.2 illustrates the site in the context of the Fingal Development Plan Zoning Objectives Map 2017 – 2023.

The proposed public realm improvements are compatible with the existing established land use.

3.2.2 Natural Resources

Land & Soils

The site comprises an existing urban street with pavements and streets trees. The proposed public realm improvements have been designed in response to the existing site contours and there will be no significant land reprofiling or movement arising from the proposed development. Excavated soils and stone arising from works to services infrastructure will insofar as is possible, be recycled and reused on site in accordance with the **Construction and Demolition Waste Management Plan** [Punch Consulting Engineers] which provides for the overall management of construction and demolition waste across the project in accordance with best practice.

Water

The existing hydrological environment is characterised by the presence of water associated with the Broadmeadow River and the Broadmeadow/ Malahide Estuary. The Geological Survey of Ireland data shows that the site is located within an area of extreme ground water vulnerability.

The *Strategic Flood Risk Assessment* prepared to accompany the *Draft Fingal Development Plan 2023 – 2029* provides flood risk maps for the area. This mapping demonstrates that the majority of the site is not at risk of flooding however, a small section of New Street towards the northern edge of the site at the junction with Strand Street is within Flood Zone A. Refer to ***Site Specific Flood Risk Assessment*** [Punch Consulting Engineers] which says that the proposed development is considered appropriate for this location and will not increase the flood risk elsewhere.

3.2.3 Absorption Capacity of Natural Environment

This subsection relates to the absorption capacity of the natural environment, paying particular regard to: -

- (i) wetlands, riparian areas, river mouths;*
- (ii) coastal zones and the marine environment;*
- (iii) mountain and forest areas;*
- (iv) nature reserves and parks;*
- (v) areas classified or protected under national legislation; Natura 2000 areas designated by Member States pursuant to Directive 92/43/EEC and Directive 2009/147/EC;*
- (vi) areas in which there has already been a failure to meet the environmental quality standards, laid down in Union legislation and relevant to the project, or in which it is considered that there is such a failure;*
- (vii) densely populated areas;*
- (viii) landscapes and sites of historical, cultural or archaeological significance.'*

Landscape Character

The site is characterised as an established urban street framed by two storey terraced buildings. The street slopes down from south to north and incorporates footpaths on the eastern and western sides, street trees, parking and a roadway.

The proposed public realm improvements have been informed by the existing site context, the policies and objectives of the *Fingal Development Plan 2017 -2023* and *Draft Fingal Development Plan 2023 – 2029* and the location of the site within Malahide Historic Core Architectural Conservation Area.

Appropriate Assessment

The lands at New Street, Malahide are not designated for any nature conservation purposes.

Malahide Estuary SAC (Site Code: 000205) and Malahide Estuary SPA (Site Code: 004025) are located within 200m of New Street. Surface waters from New Street currently provide a

hydrological link (using the source – pathway – receptor criteria) from New Street to these sites.

Figures 3.3 and 3.4 are extracts from the **Report for Screening for Appropriate Assessment (2022)** for the project prepared by Faith Wilson Ecological Consultant and illustrate New Street in the context of the above listed sites.

The AA Screening Report concludes, for reasons set out therein, on the basis of objective information and in view of best scientific knowledge and applying the precautionary principle, that the proposed development, either individually or in combination with other plans or projects, and without relying on any mitigation measures, is not likely to have a significant effect on any European Site(s), in view of the sites conservation objectives, and that there is no reasonable scientific doubt in relation to this conclusion.

Built Heritage

A review of the Development Plan Record of Protected Structures confirms that there are no Protected Structures within the New Street site.

New Street is located in the Malahide Historic Core Architectural Conservation Area (ACA). Objective CH32 of the Development Plan provides guidance in relation to works within ACA's:

Objective CH32

Avoid the removal of structures and distinctive elements (such as boundary treatments, street furniture, paving and landscaping) that positively contribute to the character of an Architectural Conservation Area.

The National Inventory of Architectural Heritage (see **Figure 3.5**) includes two entries relating to New Street, Malahide: -

- Lamp Standard (Reg. No. 11344035): - *'Freestanding cast-iron gas lamp standard, c.1900, comprising chamfered square pedestal with foliated shaft, decorative double lamp fitting above'*.
- Shop/ Retail Outlet (Reg. No. 11344046): - *'Corner-sited end-of-terrace five-bay two-storey former house, c.1835, retaining original fenestration to first floor. Single-bay single-storey extension to east c.1890. Ground floor remodelled c.1975 with pair of aluminium shopfronts. Now in use as retail outlet. ROOF: Double-pitched; slate; concrete ridge tiles; nap rendered chimney stacks; yellow clay pots; cast-iron rainwater goods; half-pyramidal to end bay; slate; red clay ridge tiles; nap rendered chimney stack. WALLS: Roughcast; painted; raised nap rendered quoins; nap rendered to end bay and to gable end. OPENINGS: Square-headed window openings to first floor; stone sills; 2/2 timber sash windows; square-headed door openings to centre ground floor; replacement glazed aluminium door; timber shopfront, c.1890, to end*

bay; panelled pilasters, decorative consoles, fascia and moulded cornice; replacement timber fixed-pane windows; pair of shopfronts to ground floor; aluminium fixed-pane display window; plastic fascia.'

The lamp standard referred to within the National Inventory of Architectural Heritage has since been removed from the streetscape due to corrosion of fixtures and the potential for a danger to pedestrians from falling debris.

Cultural Heritage

There are no recorded archaeological sites and monuments within the New Street site.

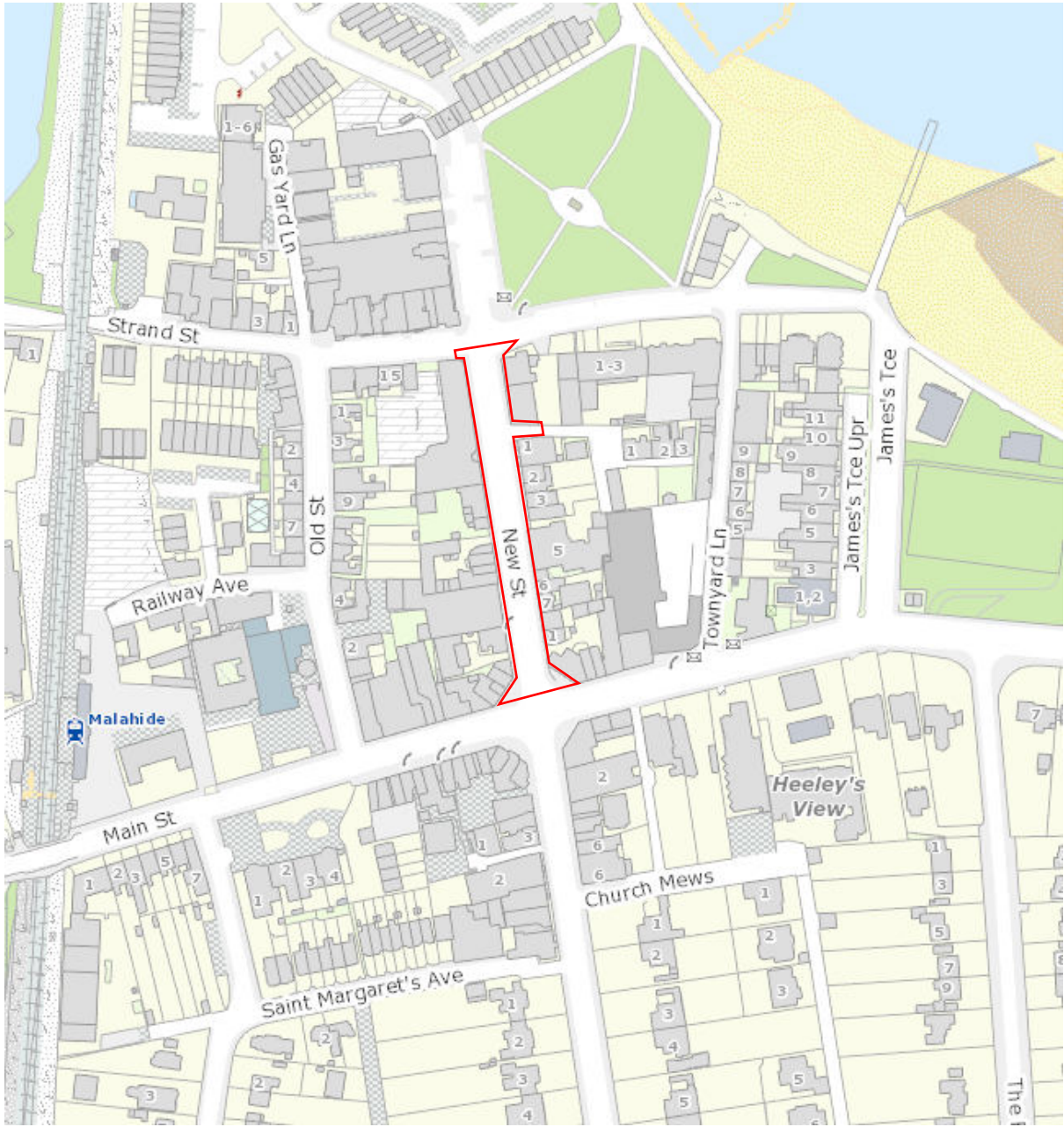













Figure 3.1: Location and Extent of the Site at New Street, Malahide



Figure 3.2: Development Plan Zoning Objectives Map - Malahide Village Insert
 (Source: Fingal Development Plan 2017 – 2023)

Zoning Objectives	
	CI - Community Infrastructure Provide for and protect civic, religious, community, education, health care and social infrastructure
	GB - Greenbelt Protect and provide for a Greenbelt
	GE - General Employment Provide opportunities for general enterprise and employment
	HA - High Amenity Protect and enhance high amenity areas
	LC - Local Centre Protect, provide for and/or improve local centre facilities
	OS - Open Space Preserve and provide for open space and recreational amenities
	RA - Residential Area Provide for new residential communities subject to the provision of the necessary social and physical infrastructure
	RC - Rural Cluster Provide for small scale infill development serving local needs while maintaining the rural nature of the cluster
	RS - Residential Provide for residential development and protect and improve residential amenity
	RV - Rural Village Protect and promote the character of the Rural Village and promote a vibrant community in accordance with an approved Local Area Plan, and the availability of physical and community infrastructure
	TC - Town and District Centre Protect and enhance the special physical and social character of town and district centres and provide and/or improve urban facilities

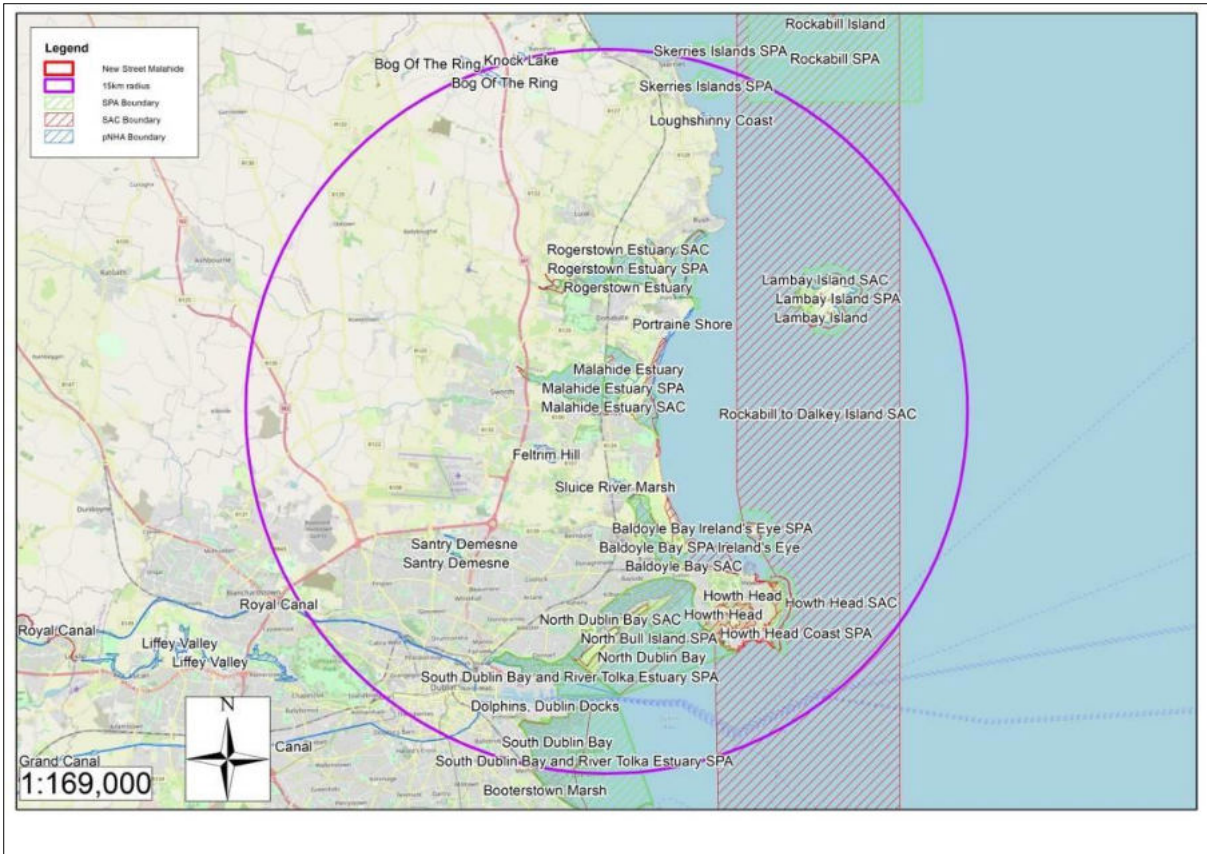
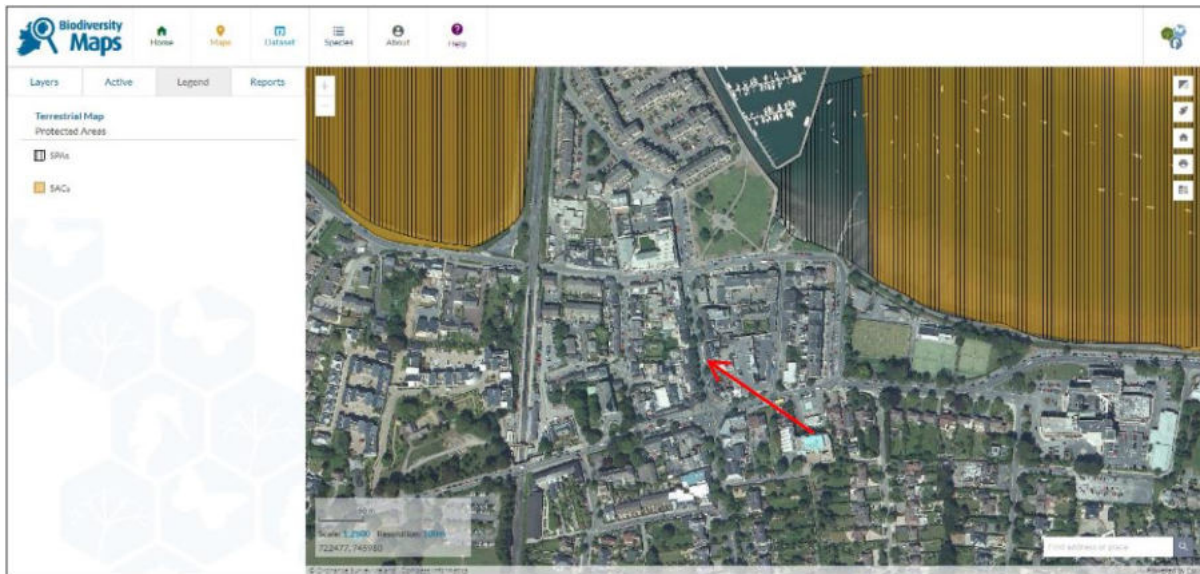


Figure 3.3 Natura 2000 sites and pNHAs within the zone of influence of the New Street Development
 Source: Report for Screening for Appropriate Assessment (2022) for the project prepared by Faith Wilson Ecological Consultant



3.4 Malahide Estuary SAC (Site Code: 000205) (shown in orange hatching) and Malahide Estuary SPA (Site Code: 004025) (shown in black hatching) are in close proximity to and downslope of New Street (indicated by the red arrow).

Source: *Report for Screening for Appropriate Assessment (2022)* for the project prepared by Faith Wilson Ecological Consultant

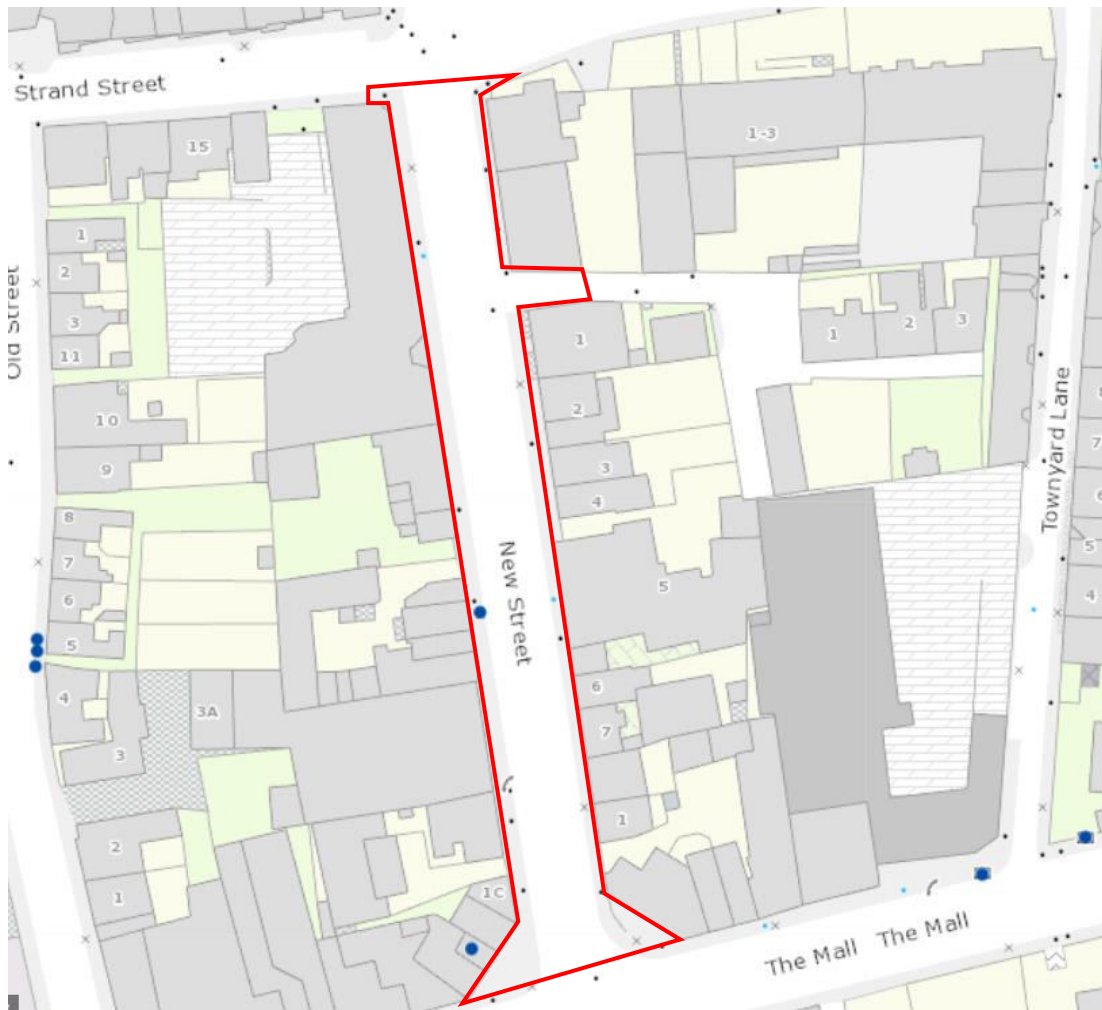


Figure 3.5: Historic Environment Viewer – NIAH Structures Shown with Blue Dot

Source: Government of Ireland Historic Environment Viewer

4.0 SCREENING ASSESSMENT

To determine whether the project described in Section 3.0 above should be subject to an EIA, an assessment is undertaken utilising a series of checklists as follows: -

1. Table 4.1: Checklist of Criteria for Evaluating the Significance of Environmental Impacts
2. Table 4.2: Checklist of Potential Impacts by EIA Topic
3. Table 4.3: Screening Checklist.

Table 4.1 considers a series of screening questions based on the criteria listed under each grouped heading in Schedule 7.

Table 4.2 considers whether there are any likely significant effects arising under a number of environmental disciplines including those set out in Article 3 of the EIA Directive.

Table 4.3 utilises the Screening Checklist contained in the *Environmental Impact Assessment of Projects: Guidance on Screening (European Commission, 2017)*.

Table 4.1: Checklist of Criteria for Evaluating the Significance of Environmental Impacts

Questions	Comment
Characteristics of the Proposed Development	
<i>Is the scale of the project considered to be significant?</i>	No. The scale of the proposed public realm works on a site of 0.22ha and street length of 150m, is in keeping with the existing/ emerging pattern of development within Malahide Village in terms of size and design, and therefore there are no likely significant effects arising.
<i>Is the size of the project considered significant when considered cumulatively with other adjacent developments?</i>	No. Based on a review of other planning permissions granted on New Street and its vicinity there are no existing and/or approved developments which are likely to give rise to significant environmental effects or likely to give rise to significant cumulative environmental impacts with the New Street public realm improvements. The cumulative impacts of the completed development at The Green and permitted Broadmeadow Greenway project have been considered and cumulatively it is considered that these projects and the New Street improvements will have a positive impact on the environment in terms of promoting and facilitating Active Travel. It is therefore considered that there are no likely significant cumulative effects with other existing and/or approved projects.
<i>Will the project utilise a significant quantity of natural resources, in particular land, soil, water or biodiversity?</i>	No. The subject site is zoned 'TC – Town & District Centre' and is an established street within the centre of Malahide Village. The lands comprise an urban streetscape and there will be no meaningful

	diminution of natural resources in terms of land, soil, water or biodiversity and therefore there are no likely significant effects.
<i>Will the project produce a significant quantity of waste?</i>	<p>No.</p> <p>During the construction phase, small quantities of construction waste, as estimated in Table 3.1 above, will be collected by a suitably licensed contractor and sent to appropriately permitted waste or materials recovery facilities. The waste management hierarchy will be implemented onsite, which prioritises prevention and minimisation of waste, followed by re-use and recycling and therefore there will be no likely significant effects arising.</p> <p>Refer to Construction & Demolition Waste Management Plan (Punch Consulting Engineers) which provides for the overall management of construction and demolition waste in accordance with best practice.</p>
<i>Will the project create a significant amount or type of pollution?</i>	<p>No.</p> <p>No significant water, air-borne or noise pollution is envisaged as a result of the proposed development. The proposed development is not a project type that will give rise to any likely significant emissions or pollution.</p>
<i>Will the project create a significant amount of nuisance?</i>	<p>No.</p> <p>The nature, scale and short-term duration of the works is not of a type that would give rise to significant nuisance. Implementation of best practice construction management measures will mitigate any nuisance such that there will be no likely significant effects. Refer to Construction Management Plan (Punch Consulting Engineers) which sets out the general construction approach and best practice management for the project.</p>
<i>Will there be a risk of major accidents?</i>	<p>No.</p> <p>The development site is not regulated or connected to or close to any site regulated under the Control of Major Accident Hazards Involving Dangerous Substances Regulations i.e. SEVESO and so there is no likely significant effects arise from this source. The proposed development involves public realm improvements within an urban street and is not at risk of major accidents, nor is the development as designed likely to increase the risk of a major accident in this location. The proposed construction works will employ best practice and be subject to the contractor's health and safety statements and other obligations under the relevant codes such that there will be no likely significant effects.</p>
<i>Will there be a risk of natural disasters, including those caused by climate change?</i>	<p>The potential natural disasters that may occur are likely limited to flooding. The potential for flooding arising from the New Street public realm improvement has been assessed within the Site Specific Flood Risk Assessment [Punch consulting Engineers]. It was determined that the northern end of New Street is located within Flood Zone A for fluvial flooding. The proposed public realm works are classified as a Water Compatible Development under the 'The Planning System and Flood Risk Management Guidelines 2009' and as such are appropriate for this location. The Site Specific Flood Risk Assessment concludes that the proposed development will not</p>

	increase flood risk on site or elsewhere. Therefore there are no likely significant effects arising.
<i>Will there be a risk to human health (for example due to water contamination or air pollution)?</i>	No. There is the limited potential for negative effects on human health during the construction phase as a result of potential emissions to air of dust, or potential emissions to land and water of hydrocarbons. Best construction site practices will be implemented which will prevent (i) any risk of pollution running off the site and (ii) the potential for airborne nuisance such that there will be no likely significant effects.
<i>Is the combination of the above factors likely to have significant effects on the environment?</i>	No. There are no factors above which when combined would result in the proposed development, due to its characteristics, having a likely significant effect on the environment.
Location of the Proposed Development	
<i>Has the proposed development the potential to impact directly or indirectly on any site designated for conservation interest (e.g. SAC, SPA, pNHA)?</i>	A Report for Screening for Appropriate Assessment has been prepared by Faith Wilson, Ecologist, and concludes on the basis of objective information and in view of best scientific knowledge and applying the precautionary principle, that the proposed development, either individually or in combination with other plans or projects, and without relying on any mitigation measures, is not likely to have significant effect on any European Site(s), in view of the sites conservation objectives, and that there is no reasonable scientific doubt in relation to this conclusion.
<i>Has the proposed development the potential to impact directly or indirectly on any habitats listed as Annex I in the EU Habitats Directive?</i>	No. There will be no negative direct or indirect impacts to or reduction in habitats lists as Annex I.
<i>Has the proposed development the potential to impact directly or indirectly on any habitats listed as Priority Annex I in the EU Habitats Directive?</i>	No. There will be no negative direct or indirect impacts to or reduction in habitats lists as Priority Annex I.
<i>Has the proposed development the potential to impact directly or indirectly on any species listed as Annex II in the EU Habitats Directive?</i>	No. There will be no negative direct or indirect impacts to or reduction to any species listed as Annex II.
<i>Has the proposed development the potential to impact directly or indirectly on any species listed as Annex IV in the EU Habitats Directive?</i>	No. There will be no negative direct or indirect impacts on any species lists as Annex IV.
<i>Has the proposed development the potential to impact directly or indirectly on any species listed as Annex I of the EU Birds Directive?</i>	No. There will be no negative direct or indirect impacts on any species listed as Annex I of the EU Birds Directive.
<i>Has the proposed development the potential to impact directly or indirectly on the breeding places of any species protected under the Wildlife Act?</i>	No. There will be no negative direct or indirect impacts on any breeding places of any species protected under the Wildlife Act.

<i>Has the proposed development the potential to impact directly or indirectly on the existing or approved land use?</i>	No. Malahide Village is zoned 'TC – Town & District Centre' in the Development Plan. From a land use planning perspective, the development is consistent with Development Plan zoning and policy objectives and the established pattern of development in the area and can be assimilated into the receiving environment without any likely significant effects on the environment.
<i>Has the proposed development the potential to significantly impact directly or indirectly the relative abundance, availability, quality or regenerative capacity of natural resources (including soil, land, water and biodiversity) in the area and its underground?</i>	No. The proposed development can be accommodated on this site with no potential for significant negative effects on the abundance, availability, quality or regenerative capacity of the receiving natural environment and therefore no likely significant effects on the environment.
<i>Has the proposed development the potential to impact directly or indirectly on any protected structures or Recorded Monuments and Places of Archaeological Interest?</i>	No. There are no protected structures located within the proposed development site. There are no Recorded Monuments directly affected. New Street is located within an Architectural Conservation Area and the proposed public realm works are designed to enhance the streetscape and contribute positively to the character of the ACA. Refer to Architectural Heritage Assessment [Coady Architects] which says that the proposed public realm improvements are necessary and appropriate to enhance the setting of the historic buildings and consolidate and support the established character of the street. Therefore, there are no likely significant effects arising.
<i>Has the proposed development the potential to impact directly or indirectly on listed or scenic views or protected landscapes as outlined in the County Development Plan?</i>	No. The proposed development does not affect any listed or scenic views or protected landscapes and therefore there are no likely significant effects arising.
Type and Characteristics of Potential Impacts	
<i>Would a large geographical area be impacted as a result of the proposed development?</i>	No. The geographic extent of the proposed works is confined to the proposed development site at New Street which is a street of 150m in length, with an area of 0.22ha and therefore there are no likely significant effects arising.
<i>Would a large population of people be affected as a result of the proposed development?</i>	No. The proposed development site is within the existing urban area of Malahide and is consistent with the land use pattern in the general area and therefore there are no likely significant effects arising.
<i>Are any transboundary impacts likely to arise as a result of the proposed development?</i>	No. The proposed development is not likely to have significant effects on the environment in a transboundary State.
<i>Would the magnitude of impacts associated with the proposed development be considered significant?</i>	No. Having regard to the characteristics of the proposed development and the location of the site, there are no likely significant negative effects associated with the proposed project.

<i>In considering the various aspects of the environment, would the impacts of the proposed development be considered complex?</i>	No. The development is a typical urban development of a type common to urban centres and streetscapes in Fingal and the wider Dublin region and therefore there are no likely significant effects arising.
<i>Is there a high probability that the effects will occur?</i>	No. No likely significant negative effects are identified.
<i>Will the effects continue for a long time?</i>	No. No likely significant negative effects on the environment have been identified as a result of the proposed development. Long term potential positive effects have been identified in the areas of biodiversity, air & climate, material assets: transportation and material assets: utilities – see Table 4.2 below.
<i>Will the effects be permanent rather than temporary?</i>	No likely significant negative effects on the environment have been identified. The project will have a positive impact with regard to the provision of an enhanced public realm and streetscape within Malahide Village in accordance with the Development Plan zoning and policy objectives for Malahide. The public realm improvements will make Malahide Village more accessible for Active Travel modes with enhanced facilities for pedestrians and cyclists within the pedestrianised New Street.
<i>Will the impacts be irreversible?</i>	No likely significant negative effects on the environment arise as a result of the proposed development.
<i>Will there be significant cumulative impacts with other existing and/or approved projects?</i>	No. Cumulatively, it is considered that the permitted Broadmeadow Greenway project and the proposed public realm improvements at a pedestrianised New Street will have a positive impact on population and human health, material assets transportation and air quality and climate change by encouraging cycling and walking trips to and from Malahide and providing improved facilities and urban spaces and routes for these transport modes.
<i>Will it be difficult to avoid, or reduce or repair or compensate for the effects?</i>	No. The construction process will avoid any likely significant effects through the implementation of standard best practice construction methodologies.

Table 4.2: Potential Impacts by EIA Topic

EIA Topic	Comment on Potential Impacts
<p>Population and Human Health</p>	<p>The proposed development involves public realm improvements for a pedestrianised New Street, Malahide consistent with the thrust of local and national land use and transportation planning policies and guidelines.</p> <p>The potential likely negative effects on population and human health during the construction phase will include impacts arising from construction traffic, noise, dust, vibration and spillage or leakages. These risks will be limited due to the small scale and localised nature of the works and the potential for any adverse environmental effects will be further minimised by the measures contained in the Construction Management Plan and Construction & Demolition Waste Management Plan [both Punch Consulting Engineers]. Construction phase environmental effects are likely to be negative, short-term and not significant.</p> <p>The TTA concludes that the small volumes of construction stage traffic will be absorbed within the network. On this basis, the effects of construction traffic on population and human health is not likely to be significant.</p> <p>During the operational phase, the public realm improvements will have positive effects as the enhanced public realm will strengthen the attraction of Malahide Village as a place to live, work and visit. The enhanced public realm and alteration of vehicular circulation patterns arising from the pedestrianisation will have an overall positive effect on the safety and movement of pedestrians and cyclists in and around Malahide. Having regard to the nature and scale of the development and the population likely to be effected, the operational effects are likely to be permanent, positive and not significant.</p> <p>The main impact of the operational phase of the New Street project will be the impact on the movement of people by private car, particularly when compared to the previous two-way traffic system. These include :</p> <ul style="list-style-type: none"> (i) the residents of New Street and Ross Terrace ; (ii) the general public, including shoppers and customers of businesses on New Street (iii) those servicing businesses on New Street. <p>Residents of New Street and Ross Terrace are provided with alternative access arrangements from the north of New Street which retains two way traffic movement for their benefit.</p> <p>The general public (including shoppers and customers of businesses on New Street) can no longer drive or park on New Street, however, alternative parking is available within walking distance.</p> <p>In terms of the servicing / deliveries to New Street businesses, alternative arrangements are provided on a time restricted basis as is commonplace in similar locations.</p>

	<p>The TTA has considered the implications of the project and the removal of the previous two-way traffic flow on the road network. Inevitably, there is an increase in traffic volumes on the streets in the immediate vicinity. In this regard, the TTA has assessed impacts on traffic flow and concludes that the network has the ability to absorb the redistribution of traffic arising from the New Street project.</p> <p>Overall, in terms of population and human health, it is considered that the effects on the environment are not likely to be significant. Where effects are identified they are counter-balanced by the benefits of the public realm enhancements for pedestrians and cyclists and the wider sustainable transportation benefits to the community.</p>
<p>Biodiversity / Species and Habitats</p>	<p>The potential likely negative effects from an Environmental Impact Assessment perspective on biodiversity / Species and Habitats during the construction phase will include noise, dust and spillage of construction related materials and fuels. Due to the limited nature and scale of works involved however, the potential effects are not considered to be likely or significant on this project. Construction phase environmental effects are therefore not likely to be significant.</p> <p>The pedestrianisation of New Street (current and as part of the public realm improvements) with associated removal of vehicles from the streetscape will also reduce the risk of contaminants and pollutants such as vehicle fuel, and other hydrocarbons from reaching Malahide Estuary which will have the positive effects. During the operational phase of the public realm improvements, the upgraded storm and foul water infrastructure and installed soft landscaping and more appropriate tree species will give rise to positive effects on biodiversity which will be long term and positive.</p>
<p>Land and Soils</p>	<p>During the construction phase potential likely negative effects arise from the excavations required for works to service infrastructure and runoff of silt. These effects will be localised to the works area and limited due to the small scale of the development and limited extent of subsurface interventions. The Construction & Demolition Waste Management Plan provides measures for the reuse and recycling of surplus excavated soils and stone which will further minimise these effects. Effects on land and soil during the construction phase are likely to be temporary in duration and negative in quality, but are not likely to be significant.</p> <p>Having regard to the limited subsurface interventions, small scale of areas affected and the absence of any additional traffic generation at the operational stage, the likely effects of the operational phase of the development on land or soil are neutral in quality, permanent in duration and not likely to be significant. Therefore, there are no likely significant effects.</p>
<p>Water</p>	<p>There is potential for silt run off or accidental spillage of fuels, construction materials etc. during the construction phase. Due to the limited nature and</p>

	<p>scale of works involved however, the potential effects are not considered to be likely or significant on this project.</p> <p>At the operational stage, surface water from the site will be attenuated and filtered through bioretention areas. The development includes an upgraded foul sewer system for New Street. The Site Specific Flood Risk Assessment [Punch Consulting Engineers] concludes that the public realm uses in the area of the site vulnerable to flooding are compatible with such areas. There is no likely significant increase in risk of flooding to the site or other areas as a result of the development. The pedestrianisation of New Street and removal of vehicles from the streetscape will reduce the risk of contaminants and pollutants such as vehicle fuel and other hydrocarbons from reaching Malahide Estuary which will be a long term positive effect. On that basis, the operational phase of the development will give rise to permanent effects on water, which will be positive in nature and are not likely to be significant.</p>
<p>Air & Climate, Noise & Vibration</p>	<p>During the construction phase, there is the potential for noise, vibration and dust impacts to arise from the construction works taking place on site. Noise and vibration impacts will be minimised by the measures contained in the Construction Management Plan [Punch Consulting Engineers] such that there are no likely significant effects. Dust emissions will be localised to the works area and also controlled by measures set out in the Construction Management Plan such that there are no likely significant effects.</p> <p>In terms of climate impacts, construction traffic will generate emissions during the construction phase of the development. Vehicle engines and other equipment will cause emissions of CO₂ and N₂O. As confirmed within the TTA [Punch Consulting Engineers], the volumes of construction stage traffic will be small. Construction related emissions will be short term and therefore not likely to be significant in relation to climate. In relation to the operational phase of the development, the proposed development includes measures to encourage Active Travel through walking and cycling, thereby leading to a reduction in greenhouse gas emissions as required by the actions and targets contained within the Climate Action Plan 2023. The pedestrianisation of New Street and subsequent removal of vehicles from the streetscape will also reduce noise and vibration and the positive impacts experienced since pedestrianisation post-2019, will continue. These impacts will likely cause a positive and long term effect on air quality and climate quality and reduced noise and vibration on New Street during the operational phase of the development.</p>
<p>Material Assets: Utilities</p>	<p>Having regard to the nature, scale and location of the development within the existing built environment, the predicted construction effects upon foul sewer, surface water drainage, potable water and electrical utilities are considered to be neutral, imperceptible and short term in nature and are not likely to be significant. Arising from the proposed upgrades of water services and electrical utilities to be completed as part of the proposed</p>

	<p>development, the effects on the operational phase of the development on these utilities will be positive, long term and are not likely to be significant.</p>
<p>Material Assets: Transportation</p>	<p>The TTA [Punch Consulting Engineers] assesses the impact of the proposed New Street pedestrianisation on the existing local transport network in comparison with the pre-pedestrianised scenario.</p> <p>During the construction phase of the development, the TTA states that volumes of traffic generated will be small in comparison to existing traffic volumes in the area. On that basis, the construction stage traffic will be absorbed within the network and the effect on the existing road network is not likely to be significant.</p> <p>Implementation of the construction traffic management requirements provided within the Construction & Demolition Waste Management Plan [Punch Consulting Engineers] will minimise effects on the existing road network.</p> <p>The assessment of operational impacts was undertaken with regard to the pre-pedestrianised baseline position with two-way traffic on New Street (2019). The TTA undertook capacity analysis for 12no. junctions in 2019, 2020 and 2023 and confirms that there will be no traffic generated by the proposed development.</p> <p>As cars can no longer use New Street, vehicular traffic will be redistributed to other junctions in the area and this redistribution of traffic was considered on a junction-by-junction basis.</p> <p>The analysis of the modelling results contained within the TTA concludes that the pedestrianisation of New Street has had little impact on the operational capacity of the surrounding network of roads and junctions. When comparing the 2023 post-pedestrianisation with the 2019 pre-pedestrianisation scenarios, there are minimal effects on the capacity for surrounding road network and junctions.</p> <p>In assessing the current situation in 2023, the TTA also confirms that the existing traffic arrangements do not give rise to any likely significant effects. These traffic arrangements will be the same when the pedestrianisation with public realm improvements is implemented and therefore will not give rise to any likely significant effects.</p> <p>The likely significant effects of both the construction and operational phases of the public realm improvements are also assessed under the headings within this table (Table 4.2) and confirm that there are no likely significant effects arising from the public realm improvements for a pedestrianised New Street. On the contrary, the pedestrianisation and proposed public realm improvements insofar as they discourage use of the private car in Malahide village, will promote modal shift towards public transport, walking and cycling.</p>

	<p>Overall and as demonstrated in the TTA, there is sufficient resilience in the network to absorb this redistribution and the impact on those streets is not likely to be significant. This is borne out by the experience from June to December 2020 and since June 2021, when pedestrianised arrangements were put in place.</p>
Waste Management	<p>Having regard to the nature and scale of the proposed development, essentially enhancement of the public realm on New Street, and the use of licensed waste disposal facilities and contractors as set out within the Construction & Demolition Waste Management Plan, the construction phase of the development is not likely to have significant effects in terms of resources or waste generation. The environmental effects will be short term, neutral and are not likely to be significant. The operational phase of the development will generate modest volumes of waste to be collected in on-street litter bins and will be managed to reduce waste arising, optimise recycling and segregate into waste streams for collection by a licensed waste contractor. Accordingly, there will be no likely significant effects on the environment arising from waste management during the operational phase.</p>
Cultural Heritage	<p>Having regard to the nature, extent and short term duration of the construction works to the public realm, the construction phase will have a slight, short term negative effect on the setting of the ACA which is not likely to be significant. Having regard to the limited subsurface interventions and taking account of the monitoring proposed in the Archaeological Assessment [Archaeology Plan], including monitoring under license of areas of moderate or deep sub-surface impact, it is not likely that there will be significant effects in terms of archaeological heritage. Therefore, the construction phase of the development is not likely to have any significant effect on cultural heritage. The impact of the proposed public realm improvements has also been assessed within the Architectural Heritage Assessment [Coady Architects] and concludes that the proposed public realm upgrading of New Street represents a change from its current (and historic) configuration of a central carriageway with footpaths on both sides but that this change is necessary and appropriate to enhance the setting of the historic buildings. Therefore, there are no likely significant effects of the operational phase on cultural heritage.</p>
Landscape	<p>There will be a moderate short term, negative effects on the landscape arising from the construction operations on site. The effects are not likely to be significant as the duration of the change will have a short term effect. The landscape effects of the completed public realm improvements will comprise a positive and permanent change to the appearance and presentation of New Street which will include an improved public realm with compatible hard and soft landscaping including new trees. In summary, the effects of the operational phase on landscape will be positive, permanent and are not likely to be significant.</p>

Interactions & Cumulative Impacts	<p>There is potential for interaction between land, soil and water during development works and potential for emissions to give rise to interaction between human health and air & climate and noise & vibration. Due to the limited nature and scale of works involved however, the potential effects are not considered to be likely or significant on this project. Therefore there will be no likely significant effects during the construction phase as a result of interactions.</p> <p>In relation to cumulative impacts, existing and/or approved projects in the area, including the Broadmeadow Greenway, are subject to conditions attached to planning permissions, which incorporate appropriate measures to minimise environmental impacts and, as a result, to prevent any likely significant cumulative effects. The proposed development has been designed to minimise any impacts on the environment, including on adjoining and adjacent lands. No likely significant cumulative effects were identified in the Traffic & Transportation Assessment [Punch Consulting Engineers] at construction or operational stages of the public realm improvements. Similarly, no cumulative effects have arisen since implementation of the pedestrianisation in 2021 or are predicted to arise with the pedestrianisation and public realm improvements in place.</p> <p>Overall, it can be concluded that there will be no likely significant cumulative effects on the environment.</p> <p>Having regard to the nature, scale and location of the proposed development, there is no likelihood of significant transboundary effects on the environment.</p>
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Table 4.3. Screening Checklist

Questions to be Considered	Yes / No / ? . Briefly describe	Is this likely to result in a significant effect? Yes/No/? – Why?
Brief Project Description: Proposed Public Realm Improvements for a Pedestrianised New Street, Malahide		
1. Will construction, operation or decommissioning of the Project involve actions which will cause physical changes in the locality (topography, land use, changes in waterbodies, etc)?	Yes. The proposed development involves hard and soft landscaping and upgrading of the water services and utilities infrastructure.	No. The proposed construction and operation of the project involves works that are typical within an urban setting and will occur without significantly altering the existing topography or significantly changing the land use or any waterbodies.
2. Will construction or operation of the Project use natural resources such as land, water, materials or energy, especially any resources which are non-renewable or in short supply?	Yes. The project will use small quantities of soil, land, water, energy and natural materials.	No. Due to the small scale of the project and small quantities of resources required to complete the works, the project is not likely to have a significant effect on natural resources.

Questions to be Considered	Yes / No / ? . Briefly describe	Is this likely to result in a significant effect? Yes/No/? – Why?
3. Will the Project involve use, storage, transport, handling or production of substances or materials which could be harmful to human health or the environment or raise concerns about actual or perceived risks to human health?	Yes. The construction stage of the project will involve the use of small quantities of building materials and aggregates. Dust may be generated by on site construction activities.	No. The quantities of materials used will be small and the use and application of these materials will be managed in accordance with best practice construction management.
4. Will the Project produce solid wastes during construction or operation or decommissioning?	Yes. Small quantities of waste will be generated during construction phase as estimated within Table 3.1 above.	No. The waste management hierarchy will be implemented onsite, which prioritises prevention and minimisation of waste, followed by re-use and recycling. The small quantities of residual waste that arise will be collected and managed in accordance with best practice construction and demolition waste management.
5. Will the Project release pollutants or any hazardous, toxic or noxious substances to air?	No.	No. The proposed development is not a project type that will give rise to any likely significant emissions or pollution.
6. Will the Project cause noise and vibration or release of light, heat energy or electromagnetic radiation?	Yes. Localised noise and vibration will occur within the works area during the construction phase.	No. Due the small scale and localised nature of the works, the levels of noise and vibration will be low and short term in duration.
7. Will the Project lead to risks of contamination of land or water from releases of pollutants onto the ground or into surface waters, groundwater, coastal waters or the sea?	No. The nature and scale of the proposed development is such that it will not give rise to any significant discharges or emissions.	No.
8. Will there be any risk of accidents during construction or operation of the Project which could affect human health or the environment?	No. The proposed development involves public realm improvements within an urban street and is not at risk of major accidents, nor is the development as designed likely to increase the risk of a major accident in this location.	No.

Questions to be Considered	Yes / No / ? . Briefly describe	Is this likely to result in a significant effect? Yes/No/? – Why?
9. Will the Project result in social changes, for example, in demography, traditional lifestyles, employment?	Yes. The proposed development will promote Active Travel and the increased use of New Street by pedestrians and cyclists.	No. The proposed development is likely to encourage a shift to more sustainable travel modes which is positive and in accordance with national transport and climate policy.
10. Are there any other factors which should be considered such as consequential development which could lead to environmental effects or the potential for cumulative impacts with other existing or planned activities in the locality?	Yes. The potential for cumulation of effects with other existing and or approved activities is set out within Section 3.1.4 of this Report and concludes that there is no likely significant effect in this regard.	No.
11. Are there any areas on or around the location which are protected under international or national or local legislation for their ecological, landscape, cultural or other value, which could be affected by the project?	Yes. Malahide Estuary is located to the north of the site.	No. The nature and scale of the proposed development is such that it will not give rise to any significant discharges or emissions which would likely have a significant effect on Malahide Estuary. See Appropriate Assessment Screening Report prepared by Faith Wilson Ecological Consultant.
12. Are there any other areas on or around the location which are important or sensitive for reasons of their ecology e.g. wetlands, watercourses or other waterbodies, the coastal zone, mountains, forests or woodlands, which could be affected by the project?	Yes. Malahide Estuary is located to the north of the site.	No. The nature and scale of the proposed development is such that it will not give rise to any significant discharges or emissions which would likely effect the coastal zone of Malahide Estuary. See Appropriate Assessment Screening Report prepared by Faith Wilson Ecological Consultant.

Questions to be Considered	Yes / No / ? . Briefly describe	Is this likely to result in a significant effect? Yes/No/? – Why?
13. Are there any areas on or around the location which are used by protected, important or sensitive species of fauna or flora e.g. for breeding, nesting, foraging, resting, overwintering, migration, which could be affected by the project?	Yes. Malahide Estuary is located to the north of the site.	No. The nature and scale of the proposed development is such that it will not give rise to any significant discharges or emissions which would likely effect protected, important or sensitive species of fauna or flora in Malahide Estuary. See Appropriate Assessment Screening Report prepared by Faith Wilson Ecological Consultant.
14. Are there any inland, coastal, marine or underground waters on or around the location which could be affected by the project?	Yes. Malahide Estuary is located to the north of the site.	No. The nature and scale of the proposed development is such that it will not give rise to any significant discharges or emissions which would likely effect coastal or marine waters at Malahide Estuary. See Appropriate Assessment Screening Report prepared by Faith Wilson Ecological Consultant.
15. Are there any areas or features of high landscape or scenic value on or around the location which could be affected by the project?	No. There are no features of high landscape or scenic value on New Street.	No.
16. Are there any routes or facilities on or around the location which are used by the public for access to recreation or other facilities, which could be affected by the project?	Yes. New Street is an urban route providing north south access through Malahide, access to Ross Terrace and access to various premises and residences on New Street.	No. Access for vehicles to New Street is maintained where necessary and enhanced for pedestrians and cyclists. Access to the wider area is not significantly effected by the proposed works.
17. Are there any transport routes on or around the location which are susceptible to congestion or which cause environmental problems, which could be affected by the project?	Yes. New Street is connected to a series of streets including The Mall, Strand Street and Ross Terrace as well as a wider network of streets within Malahide.	No. An assessment of traffic impacts including as assessment of 12no. junctions in the vicinity of the site confirms that there are minimal effects on the capacity of surrounding junctions.
18. Is the project in a location where it is likely to be highly visible to many people?	Yes. The site is located within Malahide urban core.	No. The proposed works will enhance the visual context and New Street streetscape.

Questions to be Considered	Yes / No / ? . Briefly describe	Is this likely to result in a significant effect? Yes/No/? – Why?
19. Are there any areas or features of historic or cultural importance on or around the location which could be affected by the project?	Yes. The site is located within Malahide Historic Core Architectural Conservation Area (ACA).	No. The proposed public realm improvements will enhance the setting and context of the existing buildings.
20. Is the project located in a previously undeveloped area where there will be loss of greenfield land?	No. The site is located within Malahide Village.	No.
21. Are there existing land uses on or around the location e.g. homes, gardens, other private property, industry, commerce, recreation, public open space, community facilities, agriculture, forestry, tourism, mining or quarrying which could be affected by the project?	Yes. The site is located within the urban core of Malahide which is a typical mixed use urban centre.	No. The proposed development will enhance the public realm within New Street which is considered positive and there are no likely significant effects arising.
22. Are there any plans for future land uses on or around the location which could be affected by the project?	Yes. There are existing and/or approved projects within the vicinity as detailed in Section 3.1.4 of this report.	No. The proposed development has been designed to minimise any impacts on the environment, including on adjoining and adjacent lands.
23. Are there any areas on or around the location which are densely populated or built-up, which could be affected by the project?	Yes. Malahide is a densely populated urban area.	No. The proposed development is consistent with the established land use pattern.
24. Are there any areas on or around the location which are occupied by sensitive land uses e.g. hospitals, schools, places of worship, community facilities, which could be affected by the project?	Yes. The site is an urban street incorporating a mix of commercial and community facilities.	No. The project comprises enhancements to the public realm adjoining existing buildings and will serve to improve the setting and accessibility to these buildings.
25. Are there any areas on or around the location which contain important, high quality or scarce resources e.g. groundwater, surface waters, forestry, agriculture, fisheries, tourism, minerals, which could be affected by the project?	Yes. Malahide Estuary is located to the north of the site.	No. The nature and scale of the proposed development is such that it will not give rise to any significant discharges or emissions which would likely effect Malahide Estuary. See Appropriate Assessment Screening Report prepared by Faith Wilson Ecological Consultant.
26. Are there any areas on or around the location which are already subject to pollution or environmental damage e.g. where existing legal environmental standards are exceeded, which could be affected by the project?	No. The site is an urban street and no known legal environmental standards are exceeded.	No.

Questions to be Considered	Yes / No / ? . Briefly describe	Is this likely to result in a significant effect? Yes/No/? – Why?
27. Is the project location susceptible to earthquakes, subsidence, landslides, erosion, flooding or extreme or adverse climatic conditions e.g. temperature inversions, fogs, severe winds, which could cause the project to present environmental problems?	Yes. A small area within the northern boundary of the site is susceptible to flooding.	No. A Site Specific Flood Risk Assessment for the proposed development confirms that the development is appropriate for the location and will not increase the risk of flooding elsewhere.

Summary of features of project and of its location indicating the need for EIA:

None.

On the basis of the above description of the project and the screening exercise undertaken, including with the input of the various experts as described above, it can be concluded that having regard to the nature, scale and location of the proposed development, the proposed public realm improvements for New Street, by itself or in combination with other projects, is not likely to have significant effects on the environment, and that accordingly, an Environmental Impact Assessment is not required.

5.0 CONCLUSION

The proposed public realm works for a pedestrianised New Street do not trigger a requirement for a mandatory EIA under the EIA Directive and/ or under the 2001 Regulations, and have been considered and assessed using the appropriate criteria. This EIA Screening Report has concluded, as set out in detail above, that the proposed public realm improvements are not likely to have significant effects on the environment due to the nature, scale and size of the proposed development, the location of the proposed development relative to areas of environmental sensitivity and consideration of the type of potential impacts that are likely to arise. The proposed public realm improvements will bring positive impacts in terms of enhancing the streetscape at New Street and promoting active travel modes with improved facilities for pedestrians and cyclists.

Therefore, for the reasons set out in detail in this EIA Screening Report, it can be concluded, that the proposed public realm improvements for a pedestrianised New Street, by itself or in combination with other projects, are not likely to have significant effects on the environment, and that accordingly, an Environmental Impact Assessment is not required.

The information provided in this EIA Screening Report can be used by the competent authority, to assist with its determination of the need or otherwise for an Environmental Impact Assessment for the proposed development.

BMA PLANNING
February 2023