

# TOBIN

CONSULTING ENGINEERS

BUILT ON KNOWLEDGE



comhairle chontae na mí  
*meath county council*

## Dunshaughlin Public Realm Scheme

## Environmental Impact Assessment Screening Report



**PROJECT NAME: Dunshaughlin Public Realm Scheme**

**REPORT NAME: Environmental Impact Assessment Screening Report**

| Document Control Sheet |  |
|------------------------|--|
| Document Reference     | 11514_EIA Screening                          |
| Report Status          | Issue  |
| Report Date            | April 2023                                   |
| Current Revision       | D01  |
| Client:                | Meath County Council                         |
| Client Address:        | Buvinda House, Dublin Road, Navan, Co. Meath |
| Project Number         | 11514  |

|   |  |  |
|---|--|--|
| Galway Office<br>Fairgreen House,<br>Fairgreen Road,<br>Galway,<br>H91 AXK8,<br>Ireland.<br>Tel: +353 (0)91 565 211 | Dublin Office<br>Block 10-4,<br>Blanchardstown Corporate Park,<br>Dublin 15,<br>D15 X98N,<br>Ireland.<br>Tel: +353 (0)1 803 0406 | Castlebar Office<br>Market Square,<br>Castlebar,<br>Mayo,<br>F23 Y427,<br>Ireland.<br>Tel: +353 (0)94 902 1401 |
|---|--|--|

| Revision | Description | Author: | Date       | Reviewed By: | Date       | Authorised by: | Date       |
|----------|-------------|---------|------------|--------------|------------|----------------|------------|
| D01      | Issue       | RM      | 29/06/2023 | DM           | 21/07/2023 | JOF            | 24/07/2023 |
|          |             |         |            |              |            |                |            |
|          |             |         |            |              |            |                |            |
|          |             |         |            |              |            |                |            |

**TOBIN Consulting Engineers**

**Disclaimer**  
This Document is Copyright of TOBIN Consulting Engineers Limited. This document and its contents have been prepared for the sole use of our Client. No liability is accepted by TOBIN Consulting Engineers Limited for the use of this report, or its contents for any other use than for which it was prepared.



## Table of Contents

|     |  |    |
|-----|--|----|
| 1.0 | INTRODUCTION .....   | 2  |
| 2.0 | REGULATORY CONTEXT .....   | 3  |
| 3.0 | Proposed Development & Existing Site.....                                      | 4  |
| 3.1 | Introduction.....  | 4  |
| 3.2 | Courthouse Public Realm Upgrades.....  | 5  |
| 3.3 | Upgrades to the R147 / The Dales Junction .....                                | 5  |
| 3.4 | Upgrades to the R147 / The Bungalows Junction .....                            | 5  |
| 3.5 | Upgrades to the R147 / Supple Park Junction .....                              | 5  |
| 3.6 | R147 Main Street Public Realm Upgrade Works .....                              | 5  |
| 3.7 | The Dales Public Realm Upgrade Works .....                                     | 5  |
| 4.0 | SCHEDULE 5 Project Type Applicability .....                                    | 9  |
| 4.1 | Schedule 5 Parts 1 & 2 Of The Planning And Development Regulations, 2001 ..... | 9  |
| 4.2 | Roads Act, 1993 .....  | 9  |
| 5.0 | Schedule 7 eia SCREENING .....   | 11 |
| 6.0 | Conclusion .....   | 22 |

## Table of Figures

|             |   |   |
|-------------|---|---|
| Figure 3-1: | Dunshaughlin Public Realm Scheme - Location Map .....                         | 5 |
| Figure 3-2: | Dunshaughlin Public Realm Scheme – General Arrangement of Proposed Works..... | 6 |

## Table of Tables

|            |   |   |
|------------|---|---|
| Table 5-1: | Dunshaughlin Public Realm Scheme Screening against Schedule 7 Criteria..... | 9 |
|------------|---|---|



## 1.0 INTRODUCTION

This report presents an Environmental Impact Assessment (EIA) Screening for the Dunshaughlin Public Realm Scheme to provide streetscape and urban realm improvements and associated road upgrades within Dunshaughlin, County Meath (hereafter referred to as the proposed development) against the criteria set out under Annexes I, II and III of the EU Directive 2011/92/EU, as amended by Directive 2014/52/EU (EIA Directive) and as transposed into Irish law. EIA Screening is the stage which ascertains whether the effects of a development on the environment are expected to be significant and determines whether an EIA is required as per the EIA Directive. It should be noted that the screening procedure should ensure that an environmental impact assessment is only required for projects likely to have significant effects on the environment and the whole project must be considered.

The purpose of this review is to determine the applicability of the EIA Directive to the proposed development and whether the proposed development is likely to result in significant effects, thereby requiring that an EIA is carried out.

This EIA Screening has been completed by TOBIN Consulting Engineers and takes due notice of the following regulations and guidance documents:

- Planning and Development Acts and Regulations 2000 – 2021;
- EU Directive 2011/92/EU, as amended by Directive 2014/52/EU (the EIA Directive);
- Department of Housing, Planning and Local Government (August 2018) Guidelines for Planning Authorities and An Bord Pleanála on Carrying out EIA (the 2018 Guidelines);
- Environmental Protection Agency (Draft - August 2017) Revised Guidelines on the Information to be contained in Environmental Impact Assessment Reports (the Draft EPA Guidelines);
- European Commission (2017) Environmental Impact assessment of Projects, Guidance on Screening (the EC 2017 Guidance);
- Roads Act 1993 (as amended); and
- Roads Regulations 1994.

---

## 2.0 REGULATORY CONTEXT

The EIA Directive is European Policy on the environment and is based on the precautionary principle, requiring that effects on the environment are considered as early as possible during planning and decision-making processes.

The EIA Directive is set out under Annexes I - III of the EU Directive 2011/92/EU, as amended by Directive 2014/52/EU (EIA Directive). Annex I lists developments for which EIA is mandatory and Annex II lists projects which require a determination of their likely significant effects. Criteria to determine whether a sub-threshold development should be subject to an EIA is set out in Annex III.

These annexes are broadly transposed into Irish legislation under a variety of Acts and Regulations. For the purpose of the proposed development, the relevant legislation to consider is Schedule 5 Parts 1 and 2 of Planning and Development Regulations 2001, as amended and Sections 50 and 51 of the Roads Act 1993, as amended.

Under Schedule 5 of the Planning and Development Act 2001, as amended, EIA is mandatory for Part 1 developments where thresholds are met or exceeded, but also for Part 2 developments where the national thresholds are met or exceeded. A screening determination is required for all sub-threshold developments for both Part 1, where not covered by Part 2, and for Part 2 developments.

The criteria to determine whether a sub-threshold development should be subject to an EIA are set out under Schedule 7 of the Planning and Development Regulations 2001, as amended. Schedule 7A lists information to be provided for the purpose of an EIA Screening. Under Article 103 of the 2001 Planning and Development Regulations, as amended the planning authority can request the submission of an EIA Report, if it is of the view that sub-threshold development would likely result in significant effects on the environment.

Under sections 50 and 51 of the Roads Act 1993, as amended, an EIA is required for certain types of road development.

The key requirement for determining sub threshold roads development is, whether the proposed scheme is likely to have a significant environmental effect as set out under Sections 50 (1)(b) & (c).

Section 50(2) of the Roads Act 1993 specifies information to be contained within an Environmental Impact Assessment.

The EIA Directive states that in order to ensure a high level of protection of the environment and human health, screening procedures should take account of the impact of the whole project in question, including where relevant, its subsurface and underground, during the construction, operational and where relevant demolition phase. When determining whether significant effects on the environment are likely to be caused by a project, the competent authority should identify the most relevant criteria to be considered and should take into account information that could be available following other assessments required by EU legislation in order to apply the screening procedure effectively and transparently.

## 3.0 PROPOSED DEVELOPMENT & EXISTING SITE

### 3.1 Introduction

The proposed site location of the development is centered along the main street of Dunshaughlin Co. Meath. Dunshaughlin lies within easy reach of Navan & Dublin, and is a significant growing commuter town in the south east of County Meath.

The proposed development will consist of:

- Amendments to the junctions between the R147 Main Street and 'The Dales' side road
- Amendments to the junctions between the R147 Main Street and 'The Bungalows' side road
- Amendments to the junctions between the R147 Main Street and 'Supple Park' side road
- Streetscape upgrades along the R147 Main Street
- Streetscape Upgrades along The Bungalows side road
- Public Realm Upgrades to Dunshaughlin Courthouse environs
- Rationalising of on-street parking provision
- All associated ancillary highway works relevant (drainage, utilities, public lighting, KFPA, signs and lines and pavement design).

The Dunshaughlin Public Realm Scheme involves the proposal to provide streetscape upgrades and associated public realm upgrades within Dunshaughlin Co. Meath.

Key areas have been identified for improvements through the published documents of Dunshaughlin written Statement, previous Dunshaughlin Local Area Plans, and the Quality Audit. These improvements have been envisaged with the goal of linking all areas of the town by introducing active travel focused improvements around the main street and reducing the priority currently provided to vehicular users. This will include better walking facilities, cycle facilities, pedestrian focused crossings, and designated and controlled parking areas.

The Vision Statement for Dunshaughlin clearly identifies this; *"For Dunshaughlin to continue to develop on a sustainable platform that recognises the capacity of the settlement to accommodate both residential and economic growth due to its location along the M3 Motorway and the corridor of Phase II of the Navan Rail project. The principles of sustainable design and movement shall be embraced in order to ensure connectivity and permeability between various land uses and to support the creation of a sustainable community."*

The provision of new road infrastructure within Dunshaughlin is being developed under a 'developer driven' policy in tandem with the expansion of the town's new residential and commercial areas. These developments, both ongoing (Eastern Relief Road) & proposed future (Western Distributor Road) will enable greater pedestrian and active travel focused improvements to be implemented along the R147 main street. This will re-prioritise the town centre away from vehicular traffic and promote a sustainable thriving people focused urban centre without increasing issues of traffic congestion. Currently, the traffic in Dunshaughlin is a mixture of heavy goods vehicles (HGVs), bus and utility service vehicles, as well as regional and local car traffic. Traffic is observed as relatively significant and constant throughout the day, particularly at peak times. Typical AADT values of approx. 12,000 move along the R147. The R147 provides the sole single carriageway link from the south to north side of Dunshaughlin with the M3 running to the west of the town with a singular connection point along the northwest side. It is important that Dunshaughlin maintains good

transportation linkages to surrounding urban and rural areas, which is a key factor in attracting future economic and residential populations.

### **3.2 Courthouse Public Realm Upgrades (Separate to TOBIN commission)**

- The existing front area of the Courthouse environs will be upgraded to remove car priority and improve permeability and potential for community use.
- The works will include paving provisions, using the existing pavement as a base course and amended landscaping design.

### **3.3 Upgrades to the R147 / The Dales Junction**

- Raised Table Construction and installation of a signalised junction to facilitate pedestrian crossings at the focal point of movements within the town.
- The existing pavement will be milled to reach required formation level for the adjoining area.
- The excavated material will be disposed of offsite to a licensed landfill.

### **3.4 Upgrades to the R147 / The Bungalows Junction**

- Raised Table Construction and installation of controlled crossing points for pedestrians to access the residential area of the Bungalows behind the main street to the east.
- The existing pavement will be milled to reach required formation level for the adjoining area. The excavated material will be disposed of offsite to a licensed landfill.

### **3.5 Upgrades to the R147 / Supple Park Junction**

- Raised Table Construction and installation of controlled crossing points for pedestrians to access the residential area of the Bungalows behind the main street to the east.
- The existing pavement will be milled to reach required formation level for the adjoining area. The excavated material will be disposed of offsite to a licensed landfill.

### **3.6 R147 Main Street Public Realm Upgrade Works**

- Inclusion of paved / new concrete footways throughout the project extents. Existing pavers will be taken up, cleaned and reused where possible. Damaged materials shall be disposed offsite to a licensed landfill
- Milling of pavement is to be carried out with narrowing of carriageway and rationalising of parking bays. All material shall be disposed offsite to a licensed landfill
- Gullies to the existing sealed surface water drainage system will be installed.

### **3.7 The Dales Public Realm Upgrade Works**

- Inclusion of paved / new concrete footways throughout. Existing bituminous footways shall be disposed offsite to a licensed landfill
- Milling of pavement is to be carried out with narrowing of carriageway and formalizing of parking spaces along the westbound side. All material shall be disposed offsite to a licensed landfill
- New gullies to the existing sealed surface water drainage system will be installed and

---

will involve digging likely within the top 1.5m to 2.0m to enable connections.

No greenfield areas will be required for the works with pre-existing infrastructure in place across the full extent of the scheme.

The subject site is partially located within a zone of archaeological notification for the historic town of Dunshaughlin (ME044-033----) and is in the vicinity of several other recorded archaeological monuments inc:

- Dunshaughlin Courthouse – Reg. No. 14335013
- Building – Reg No. 14335006
- Building – Reg No. 14335014
- Dunshaughlin Library – Reg No. 14335018
- Water Pump – Reg No. 14335017
- Dunshaughlin National School – Reg No. 14335015

Drainage arrangements include for the use of existing carrier drains and gullies. Additional drainage features such as new gully tails and connections will be incorporated.

It is anticipated that the proposed construction works will commence in the latter part of 2024 and last for an approximate duration of 6-8 months.



Fig 3-1: Dunshaughlin Public Realm Scheme - Location Map

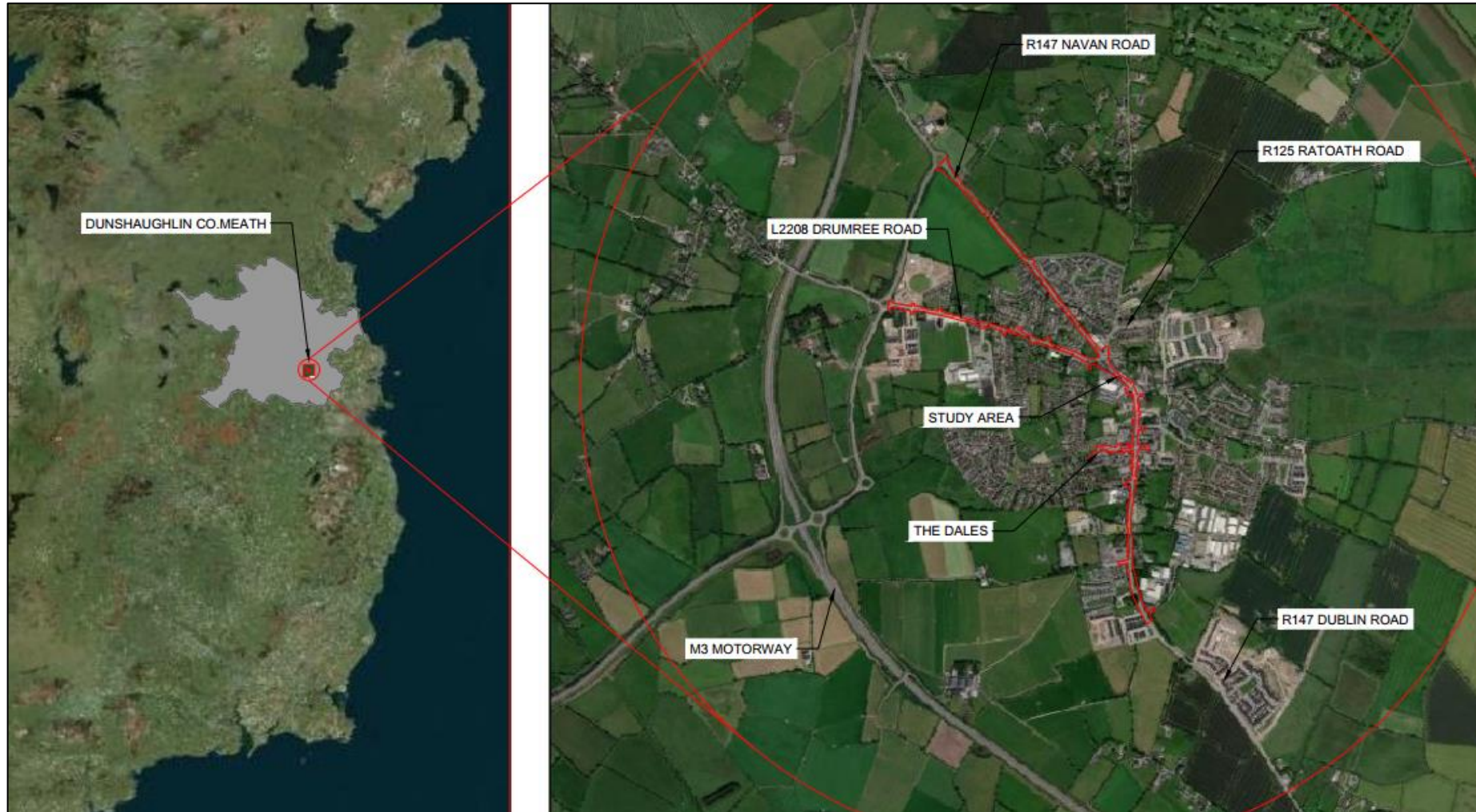


Figure 3-2: Dunshaughlin Public Realm Scheme – General Arrangement of Proposed Works



## 4.0 SCHEDULE 5 PROJECT TYPE APPLICABILITY

### 4.1 Schedule 5 Parts 1 & 2 Of The Planning And Development Regulations, 2001

This section considers the full proposed construction of the proposed development with respect to Schedule 5 of the Planning and Development Regulations 2001, as amended.

The proposed development is located in an urban environment and involves the provision of road and public realm upgrades and improvements.

The proposed development does not meet or exceed Schedule 5 Part 1 or Part 2 thresholds or criteria, and as such, EIA is not mandatory.

A consideration of sub-threshold has been carried out and as per the ruling of the European Court<sup>1</sup>, it is recognised that the EIA Directive has a *'wide scope and a broad purpose'* when determining if EIA is required. A review of Part 1 confirms that there are no applicable Classes, hence the proposed development is not considered a Part 1 sub-threshold development.

Part 2 Class 10 (b) Infrastructure Projects and in particular, (iv) Urban development is of relevance. This Class is applicable to 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."* As the proposed site is located in Dunshaughlin town, the proposed development could be considered to be located within a "built-up area." The size of the proposed site however is approximately approx. 0.62ha hectares and therefore is substantially less than the applicable threshold of 10 hectares.

On review, the proposed development is for the construction of road and public realm upgrades and improvements within an urban environment. Recognising the requirement to apply a 'wide scope' it is considered the proposed development should be subject to a sub-threshold development as it is considered to fall within the project meaning of Part 2 Class 10 (b) (iv). An EIA Screening determination is required for sub-threshold developments as per the 2001 Regulations, as amended and a screening assessment is provided in Section 5 of this report.

### 4.2 Roads Act, 1993

Outside of planning legislation and regulation, there is other legislation which can trigger a requirement for an EIA. This section of the report considers the proposed development under Sections 50 and 51 of the Roads Act 1993 (as amended), which requires an EIA in the following circumstances:

S.50.— (1) (a) A road development that is proposed that comprises any of the following shall be subject to an environmental impact assessment:

- (i) the construction of a motorway;

---

<sup>1</sup> Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment August 2018, August 2018

- 
- (ii) the construction of a busway;
  - (iii) the construction of a service area;
  - (iv) any prescribed type of road development consisting of the construction of a proposed public road or the improvement of an existing public road.

Part V of the Roads Regulations 1994 prescribes types of proposed road development for the purpose of subsection (1)(a)(iv) of section 50 of the Act shall be—

- (a) the construction of a new road of four or more lanes, or the realignment or widening of an existing road so as to provide four or more lanes, where such new, realigned or widened road would be eight kilometres or more in length in a rural area, or 500 metres or more in length in an urban area;
- (b) the construction of a new bridge or tunnel which would be 100 metres or more in length.

On review the proposed development is located within Dunshaughlin Town and involves the alterations to existing carriageway and other associated upgrades to the footways, cycleways and existing public realm infrastructure.

The proposed development does not involve the construction of a motorway, busway or service area. For the purposes of subsection (1)(a)(iv) above, the proposed development is not a new road, but will involve the realignment and upgrade of existing road, approx. 260m in length (R147) and 190m in length (The Dales), in an urban area. It is noted that this is below the threshold stated above of 500 metres in an urban area. Lastly, the proposed development does not involve the construction of a bridge or a tunnel.

The proposal as such does not fall under the classes of development prescribed for under Sections 50 and 51 of the Road Act 1993 (as amended) and therefore does not require mandatory EIA.

To understand if the proposed development is likely to have a significant environmental effect as set out under Sections 50 (1)(b) & (c), a screening assessment is provided in Section 5 of this report.

---

## 5.0 SCHEDULE 7 EIA SCREENING

This section provides an EIA Screening against the appropriate criteria as established by the EIA Directive Annex III and as transposed into Irish law under Schedule 7 of the 2001 Planning and Development Regulations, as amended.

It should be noted that under the EIA Directive, the EIA Screening process balances two objectives, in determining if a project listed in Annex II is likely to have significant effects on the environment and, therefore be made subject to an assessment of its effects on the environment; and it should ensure that EIA is only carried out for those projects which is thought that a significant impact on the environments is possible<sup>2</sup>.

Table 5.1 below screens the proposed development against the Schedule 7 criteria. Information pertaining to Schedule 7A of the 2001 Regulations, as amended is provided herein and is further supplemented with an AA Screening Report (November 2021).

---

<sup>2</sup> Environmental Impact Assessment of Projects Guidance on Screening (Directive 2011/92/EU as amended by 2014/52/EU), European Union 2017

Table 5-1: Dunshaughlin Public Realm Scheme Screening against Schedule 7 Criteria

| Screening against Schedule 7 Criteria  |  |
|--|--|
| 1. Characteristics of project  | Consideration of the proposed development  |
| <p>The characteristics of projects be considered, with particular, regard to: -</p> <p>a) the size and design of the whole project;</p> <p>b) cumulation with other existing and/or approved projects</p> <p>c) the nature of any associated demolition works</p> <p>d) the use of natural resources, in particular land, soil, water and biodiversity;</p> <p>e) the production of waste;</p> <p>f) pollution and nuisances;</p> <p>g) the risk of major accidents having regard in particular to substances or technologies used and/or disasters which are relevant to the project concerned, including those caused by climate change, in accordance with scientific knowledge;</p> <p>h) the risks to human health (for example due to water contamination or air pollution).</p> | <p>There is no likelihood of significant environmental effects arising from the proposed development having regard to the characteristics of the project, as set out below:</p> <p>a) The project is not significant in terms of size or design and is largely contained within existing roadways and an existing public space. The proposed development seeks to undertake amendments to the junctions between the R147 and the Dales, The Bungalows and Supple Park side roads including provision of controlled pedestrian crossing locations, to provide rationalised onstreet car parking, provision of cycleways and upgraded footways and to upgrade the courthouse public realm space. The proposed development will involve the provision and upgrade of utilities, drainage amendments, public lighting, KFPA, signs and lines and pavement design.</p> <p>b) A review of planning applications within 500 metres of the site for the years 2017 – 2023 indicates that there are no significant development proposals within the vicinity of the site that could act in cumulation with the project. In addition, the small-scale nature and operation of the proposed development is unlikely give rise to any significant cumulative environmental effects. The following projects are of note:</p> <ul style="list-style-type: none"> <li>- Reg. Ref.: RA180862 located to the northwest boundary of the proposed development has received planning approval and there is ongoing construction of 20 no. dwellings.</li> <li>- Reg. Ref.: RA171173 located east of the proposed development off the Main Street of Dunshaughlin has received planning approval and recently completed development consisting of the construction of a 2 story apartment building accommodating 8 No two bedroom apartments.</li> <li>- Reg. Ref.: RA171256 located east of the proposed development off the Main Street of Dunshaughlin has received planning approval and recently completed development consisting of the construction of a two blocks of apartment buildings accommodating 24 No units.</li> <li>- Reg. Ref.: RA190249 located east of the proposed development off the Main Street of Dunshaughlin has received planning approval for 2 No. 3 storey buildings providing 22 number apartments via access off Supple Park with construction ongoing</li> </ul> |

Table 5-1: Dunshaughlin Public Realm Scheme Screening against Schedule 7 Criteria

| Screening against Schedule 7 Criteria   |
|---|
| <p>c) The proposed development will involve small scale demolition works in the form of the removal of existing footways and paved areas. These items will be removed and either re-used during the project or disposed of offsite.</p> <p>d) There are no elements of the proposed development that will make use of any natural resources during construction or operation other than the re-use of the existing roadway and footways/verge. The proposed development may involve a small amount of removal of overgrowth and vegetation along the main street and the Dales side road boundary to allow for the re-alignment of the roadway and provision of cycle facilities.</p> <p>e) The production of wastes on site during construction relate primarily to the dismantling and removal of existing pavement and footways. Wastes produced from demolition will involve standard construction materials that will be managed in accordance with approved removal practices. There will be no production of wastes on site during the construction or operation of the proposed development. To ensure the protection of the environment during construction, a detailed construction management plan will be prepared by the Main Contractor. This will ensure the containment of any pollution on site during construction. Disposal of any unacceptable material will be to a licenced landfill.</p> <p>f) The proposed development during construction and operation will not result in significant pollution or nuisance.</p> <p>The proposed works will generate noise during construction from general building works. The permissible hours of operation of a building site within Meath County Council are Monday to Friday 07.00 – 18.00, and Saturday 08.00 – 14.00, with no noisy work permissible on Sundays or bank holidays. The construction works will be subject to applicable standards including BS 5228:2009 and A1:2014 “Code of Practice for Noise and Vibration Control on Construction and Open Sites” and Meath County Council Air Quality Monitoring and Noise Control Unit.</p> <p>Construction and operation lighting will be provided in accordance with hours of construction and operation. Light spill associated with construction lighting will be minimised where possible.</p> |

Table 5-1: Dunshaughlin Public Realm Scheme Screening against Schedule 7 Criteria

| Screening against Schedule 7 Criteria   |
|---|
| <p>Standard construction measures will be adopted to minimise the impact of any dust generated during construction.</p> <p>Minimal residential gardens and dwellings are located directly along the R147 Main Street (less than 5 residential noted inc 1 with garden) with primarily retail development located adjacent to the proposed development. Any construction related impacts arising from noise, lighting and dust are expected to be short in duration. It is anticipated that the proposed construction works will commence in the latter part of 2023 and last for an approximate duration of 12-16 weeks.</p> <p>With respect to construction traffic, a traffic assessment has been carried out for the existing scenario within Dunshaughlin (No development traffic associated), the ratio of flow capacity (RFC) values at the busiest junction (R147 / The Dales) are relatively high nearing the maximum threshold and currently around 0.9. Junction improvements are being sought within this proposed development to provide pedestrian permeability with minimal impact to RFC values at this junction.</p> <p>Operational related traffic for the proposed development is not expected to differ from existing. Proposal to provide improved active travel infrastructure and pedestrian permeability may reduce vehicular dependency. As such there are no significant impacts anticipated with regard to operational traffic or traffic related noise.</p> <p>Lighting and noise during operation is expected to remain the same as or similar to existing levels of light and noise provided along the existing roadway and within the existing car park.</p> <p>The management of surface water run off during construction phase will be carried out in accordance with the CIRIA C698 publication Site Handbook for Construction of SUDS and is illustrated in drawing no. 11514-2011 Drainage-D00.</p> <p>g) The proposed development will not result in a risk of major accidents and/or disasters. The proposed development will be largely contained within existing roadways and will involve works small scale in nature that are not likely to have a significant impact on the surrounding environment.</p> |



Table 5-1: Dunshaughlin Public Realm Scheme Screening against Schedule 7 Criteria

| Screening against Schedule 7 Criteria  |  |
|--|--|
|  | <p>The proposed development is not a COMAH site (Control of Major Accident Hazards Involving Dangerous Substances) nor is the site location near a nuclear installation.</p> <p>There are a number of safety concerns relating to the existing layout of the R147 Main Street and The Dales side street and the current operation of vehicles / pedestrians within the area. There are no continuous segregated pedestrian facilities along the westbound side of The Dales road. There are no controlled pedestrian crossing facilities at any of the junctions. There is one signalised crossing (outside of pedestrian desire lines) situated along the R147 south of the R147 / The Dales Junction and a newly installed raised zebra crossing (no Belisha beacons installed at the time of this report) immediately south of the R147 / Supple Park junction adjacent to the National School. Multiple accesses to and from the carriageway also raises safety concerns between motorised and non-motorised road users. There is currently no designated infrastructure for cycle users. A relatively high 85<sup>th</sup> percentile speed within the centre of the town highlights the vehicular priority that currently exists. The proposed development including a signalised junction assisting turning traffic and provision of raised tables with controlled pedestrian crossing points are anticipated to remedy many of the safety concerns set out above.</p> <p>h) The design and operation of the proposed development is not expected to result in water contamination. There are no operations on site during construction or operation that could result the generation of significant levels of air pollution.</p> |
| 2. The Location of Project   | Consideration of the proposed development  |
| <p>The environmental sensitivity of geographical areas likely to be affected by development must be considered, with particular regard to: -</p> <p>a) the existing and approved land use;</p> | <p>There are no geographical areas with environmental sensitives likely to be affected by the proposed development. In consideration of the location of the project, there are no anticipated significant environmental effects arising with regards to:</p>   |

Table 5-1: Dunshaughlin Public Realm Scheme Screening against Schedule 7 Criteria

| Screening against Schedule 7 Criteria   |   |
|---|---|
| <p>b) the relative abundance, availability, quality and regenerative capacity of natural resources (including soil, land, water and biodiversity) in the area and its underground</p>   | <p>a) The proposed development will be largely contained within an existing roadway. Therefore, there is no proposed change of use of the proposed development site. Under the new Meath County Development Plan 2021-2027, the site is zoned B1 – Commercial Town or Village Centre, which seeks to protect, provide for and/or improve town and village centre facilities and uses.</p>   |
| <p>c) the absorption capacity of the natural environment, paying particular attention to the following areas: -</p> <p>i. wetlands, riparian areas, river mouths;</p> <p>ii. coastal zones and the marine environment;</p> <p>iii. mountain and forest areas;</p> <p>iv. nature reserves and parks;</p> <p>(v) areas classified or protected under Member States' national legislation; special protection Natura 2000 areas designated by Member States pursuant to Directive 92/43/EEC and Directive 2009/147/EC;</p> <p>(vi) areas in which there has already been a failure to meet the environmental quality standards, laid down in Union legislation have already been exceeded and relevant to the project, or in which it is considered that there is such a failure;</p> <p>(vii) densely populated areas</p> | <p>b) The project is not likely to have a significant impact on the relative abundance, availability, quality, or regenerative capacity of natural resources. An Environmental Appraisal Report has been undertaken for the proposed development which has confirmed that there are no watercourses flowing through the proposed development site area.</p> <p>The proposed development is in an area of high groundwater vulnerability which could affect the water quality of groundwater bodies if deep foundations were needed for construction, however, there will be no deep excavations or deep drilling during this project therefore there is no risk of groundwater impacts.</p> <p>With respect to watercourses, there are no watercourses within the proposed development site area. The river Skane is located approximately 600m west with the Broadmeadows River sited approx. 700m east of the proposed development site. Both are classified as poor water quality.</p> <p>At a minimum distance of 600m away, the project is not likely to have a significant impact on existing watercourses as there is existing drainage infrastructures in place to manage construction and operational related run off. In addition, good practice construction methods employed during construction will ensure that there is no significant impact to the waterbodies.</p> <p>c) There will be no impact on the absorption capacity of the natural environment. A review of Catchment Flood Risk Assessment and Management Study maps (CFRAMS) confirms that there is no evidence of historical flooding events recorded within the study area. Furthermore, the proposed development is located approximately 700m outside a low probability flood event, (Broadmeadows River banks) according the CFRAM river flood extents mapping. Low Probability flood events have an indicative 1-in-a-1000 chance of occurring or being exceeded in any given year. This is also referred to as an Annual Exceedance Probability (AEP) of 0.1%.</p> |

Table 5-1: Dunshaughlin Public Realm Scheme Screening against Schedule 7 Criteria

| Screening against Schedule 7 Criteria   |   |
|---|---|
| (viii) landscapes and sites of historical, cultural or archaeological significance. | <p>There is a recording of:</p> <ul style="list-style-type: none"> <li>- A recurring flood event 1000m to the east in the surrounds of the Broadmeadow river</li> </ul> <p>As set out above, due to the distance between the proposed development and nearby watercourses, the project is not likely to have a significant impact on existing watercourses as there is existing drainage infrastructures in place to manage construction and operational related run off. In addition, good practice construction methods employed during construction will ensure that there is no significant impact to the waterbodies.</p> <p>The proposed development is not situated within a coastal zone, mountain, forest or nature reserve and there are no likely direct or indirect effects arising from the proposed development on the natural environment.</p> <p>v) A screening for Appropriate Assessment has been undertaken for the proposed development which has concluded that potential impacts associated with the proposed development, either alone or in-combination with other plans and projects, will not result in likely significant effects on any European site in view of their conservation objectives. A Stage 2 Appropriate Assessment is therefore not required.</p> <p>vi) This site has not been identified as being situated within an area in which there has already been a failure to meet the environmental quality standards, laid down in Union legislation have already been exceeded and relevant to the project, or in which it is considered that there is such a failure.</p> <p>vii) Having regard to densely populated areas, the project will involve short-term construction work associated with the re-alignment of side road, provision of designated bus stop and turning facility and other car park and public realm improvement and upgrade works. In the long term the project is considered to benefit the community and the environment by providing improved access to public transport as well improved safety and enhanced streetscape. The proposed development is not considered to have a negative impact on local population.</p> <p>vii) The proposed development will be located within the boundary of the Dunshaughlin Zone of Notification. It is also within the vicinity of several recorded archaeological monuments including the Dunshaughlin</p> |

Table 5-1: Dunshaughlin Public Realm Scheme Screening against Schedule 7 Criteria

| Screening against Schedule 7 Criteria |   |
|---------------------------------------|---|
|                                       | <p>Settlement Cluster (SMR No. ME044 033). The project also bounds the Dunshaughlin Courthouse (SMR No. 14335013) and works in the public area to the front will involve engagement with Meath County Council Conservation and Heritage.</p> <p>Archaeological monuments in the vicinity of the proposed development are:</p> <p>SMR No. ME044-033--- Classification: Settlement Cluster</p> <p>SMR No. ME044-033001--- Classification: Ringfort - Rath</p> <p>SMR No. ME044-033002, 033003, 033004, 033005, 033006, 033009, 033010 &amp; 033011--- Classification: Items associated with St. Seachnall's Church and curtilage</p> <p>A Cultural Heritage Impact Assessment has been undertaken for the proposed development, with a description of direct, physical impacts on the archaeological, architectural and cultural heritage listed in Section 3.1 of that report. The following mitigation measures set out in Section 4:</p> <ul style="list-style-type: none"> <li>- Given that the subject site is located partially within the zone of archaeological potential for the historic town of Dunshaughlin (ME044-033----) there remains a low possibility that archaeological materials or features may be encountered. It is recommended that archaeological monitoring of engineering trial pits and trenches be carried out by a suitably qualified archaeologist.</li> <li>- Based on the results of GI works and in consultation with the National Museum and the National Monuments Section of the DHLGH, further mitigation may be required.</li> <li>- Care should be taken to ensure that no inadvertent impacts to any of the sites, monuments, sites of architectural significance and vernacular features identified in this report are caused by machinery or personnel operating in these areas.</li> </ul> <p>The above recommendations are subject to the approval of the National Monuments Service (Department of Housing, Local Government and Heritage) and the Meath County Council Archaeologist and Heritage Officers.</p> |

Table 5-1: Dunshaughlin Public Realm Scheme Screening against Schedule 7 Criteria

| Screening against Schedule 7 Criteria  |   |
|--|---|
| 3. Types and characteristics of the potential impact   | Consideration of the proposed development   |
| <p>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:</p> <p>a) the magnitude and special extent of the impact (for example geographical area and size of the population likely to be affected);</p> <p>b) the nature of the impact;</p> <p>c) the trans frontier nature of the impact;</p> <p>d) the magnitude intensity and complexity of the impact;</p> <p>e) the probability of the impact;</p> | <p>There are no anticipated likely significant environmental effects arising from the proposed development, taking the following into account:</p> <p>a) The magnitude and spatial extent of impacts associated with the proposed development are considered not significant. The proposed development will be provided within the footprint of an existing roadway. The proposed development is not considered at risk of flooding on site or elsewhere.</p> <p>b) The nature of impacts during construction will be temporary in that on site construction work, noise, dust and traffic and lighting, will have a temporary effect on existing dwellings and surrounding uses.</p> <p>Prior to the adoption of the mitigation measures set out above, anticipated impacts to architectural, architectural and cultural heritage, could be direct, physical and permanent.</p> <p>During operation, the project when complete will result in a positive long-term effect through the provision of improved urban realm space, re-prioritising of areas to vulnerable road users and improved active travel infrastructure.</p> <p>c) The project will not result in transboundary impacts.</p> <p>d) Impacts arising during construction will be temporary and managed through best practice construction guidelines with respect of excavation, soil removal, dust, traffic and lighting. Waste generated during the</p> |

Table 5-1: Dunshaughlin Public Realm Scheme Screening against Schedule 7 Criteria

| Screening against Schedule 7 Criteria   |  |
|---|--|
| f) the expected onset, duration, frequency and reversibility of the impact;                 | construction process will be controlled through measures adopted in a waste management plan. Potential impacts affecting architectural, architectural and cultural heritage would be, if not mitigated, direct, physical and permanent.  |
| g) the cumulation of the impact with the impact of other existing and/or approved projects; | e) The probability of impacts arising from construction are low where best practice construction methodologies are adopted and implement. The probability of impacts to architectural, architectural and cultural heritage are low where mitigations measures recommended are adopted and include for any additional mitigation measures recommended by the National Monuments Service (Department of Housing, Local Government and Heritage) and the Meath County Council Archaeologist and Heritage Officers.  |
| h) the possibility of effectively reducing the impact                                       | <p>f) Regarding the expected onset, duration, frequency and reversibility of impacts, it should be noted that no significant impacts are anticipated with respect to construction or operation of the facility. Impacts associated with construction are expected to last approximately 12-16 weeks, during standard and regularised construction hours of operation. Impacts associated with operation, such as lighting, noise and traffic will be in line existing levels and use of the side road and car park. With respect to potential impacts to architectural, architectural and cultural heritage, in the absence of mitigation, the impacts would short in duration and permanent.</p> <p>g) MyPlan planning databases was searched to determine if any nearby plans or projects were likely to result in potentially significant cumulative impacts. The most notable approved or planned developments are:</p> <ul style="list-style-type: none"> <li>- Reg. Ref.: RA180862 located to the northwest boundary of the proposed development has received planning approval and there is ongoing construction of 20 no. dwellings.</li> <li>- Reg. Ref.: RA171173 located east of the proposed development off the Main Street of Dunshaughlin has received planning approval and recently completed development consisting of the construction of a 2 story apartment building accommodating 8 No two bedroom apartments.</li> <li>- Reg. Ref.: RA171256 located east of the proposed development off the Main Street of Dunshaughlin has received planning approval and recently completed development consisting of the construction of a two blocks of apartment buildings accommodating 24 No units.</li> </ul> |

*Table 5-1: Dunshaughlin Public Realm Scheme Screening against Schedule 7 Criteria*

| Screening against Schedule 7 Criteria   |
|---|
| <ul style="list-style-type: none"> <li>- Reg. Ref.: RA190249 located east of the proposed development off the Main Street of Dunshaughlin has received planning approval for 2 No. 3 storey buildings providing 22 number apartments via access off Supple Park with construction ongoing.</li> </ul> <p>Given the small nature of the ongoing and proposed developments, there are no anticipated cumulative impacts arising from the proposed development in combination with existing or approved projects.</p> <p>h) With respect to the possibility of effectively reducing the impact the design of the project has been optimised to ensure that environmental impacts are minimised as much as possible. In addition, a number of mitigation measures are recommended to ensure no impact to architectural, architectural and cultural heritage. These impacts are not considered significant and do not result in a requirement for EIA.</p> |

---

## 6.0 CONCLUSION

The proposed development does not meet or exceed Schedule 5, Part 1 or Part 2 thresholds and criteria, and as such, EIA is not mandatory. In addition, the proposed road improvement scheme does not meet or exceed thresholds or criteria set out under Sections 50 or 51 of the Roads Act 1993, as amended. As such, EIA is not mandatory.

The proposed development can be considered a sub-threshold project under Part 2 Class 10 (b) (iv). A screening determination is required for a sub-threshold development.

An EIA screening has been carried out considering the nature of the proposed development, its size and location having due regard to the criteria listed in Schedule 7 and the relevant information listed in Schedule 7A. It is concluded that the proposed development would not be likely to have significant effects on the environment and that the preparation and submission of an environmental impact report is not required.

Furthermore, the proposed development is anticipated to result in long term positive effects on public transport usage.



[www.tobin.ie](http://www.tobin.ie)



TOBIN Consulting Engineers



@tobinengineers

**Galway**

Fairgreen House,  
Fairgreen Road,  
Galway,  
H91 AXK8,  
Ireland.  
Tel: +353 (0)91 565 211

**Dublin**

Block 10-4,  
Blanchardstown Corporate Park,  
Dublin 15,  
D15 X98N,  
Ireland.  
Tel: +353 (0)1 803 0406

**Castlebar**

Market Square,  
Castlebar,  
Mayo,  
F23 Y427,  
Ireland.  
Tel: +353 (0)94 902 1401