

HEARSE ROAD BEND REALIGNMENT

Environmental Impact Assessment (EIA) Screening

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1 INTRODUCTION

RPS were instructed by Fingal County Council to undertake an Environmental Impact Assessment (EIA) Screening to determine if an EIA is required for the proposed R126 Hearse Road Realignment. A detailed description of the proposed realignment is presented in Section 2 of this report. The EIA screening process ascertains whether a development requires an EIA and is determined by reference to mandatory and discretionary provisions.

The proposed development is located in Fingal, specifically c. 1.7km south west of the town of Donabate and comprises a corridor of land centered on the existing R126 Hearse Road within a wider context comprised of farmland.

The purpose of this EIA screening report is to document findings from a desktop analysis of the receiving environment that may be affected by the proposed development and to further document the procedures and outcome of the process undertaken as part of the screening assessment. The report will establish the likely significant effects of the proposed development on the environment and advise if an EIA is required. In addition, consideration was given in this screening exercise to associated cumulative impacts. The screening exercise is to be read alongside a Screening for Appropriate Assessment, presented as a separate report [RPS Report No. MDT0307HRBRp0001] and an Archaeological Impact Assessment Report which is included in Appendix A.

The remainder of the EIA Screening Report is set out as follows:

- Section 2 – Description of the Proposed Development;
- Section 3 - EIA Screening process;
- Section 4 – Sub Threshold Development; and
- Section 5 - Conclusion.

2 DESCRIPTION OF THE PROPOSED DEVELOPMENT.

The proposed R126 Hearse Road Realignment is located in Fingal County, specifically in the townland of Lanestown. The works will involve the realignment of a bend on the existing R126 Hearse Road measuring approximately 500m in length as illustrated in the accompanying drawings to the planning application. A summary overview of the proposed road development is presented below and illustrated in a series of Figures in Appendix B of this report. These include:

- IX0001 – Scheme Location Plan;
- GA0001 – General Arrangement Drawing;
- GE0051 – Plan and Profile; and
- GE0052 – Typical Cross Sections.

There is an accident history at this bend, with the existing boundary wall of the house located on the outside of the bend being struck frequently by errant vehicles travelling eastwards towards Donabate. The proposed works comprise realignment of the bend to bring the road layout to an appropriate standard.

The proposed realignment consists of a single carriageway with a cross section measuring 7.0m in width and featuring 3.5m wide travel lanes in each direction. It ties into the existing R126 Road at each end. The existing R126 road is a narrow single carriageway of varying width between 6.0 and 6.5m. There are no proposed bridges or culverts and the scheme will include new filter drains to provide for roadside drainage.

Overall the proposed development will comprise the following elements and activities:

- Site clearance;
- Construction of new realigned section of the R126 Hearse Road, including tie in to the exiting R126 at western and eastern end;
- Installation of SuDS road drainage (filter drain);
- Construction of one new field accesses and tie in to three existing access points;
- Provision of post and rail fence along boundary;
- Ancillary planting and seeding; and
- Transfer of traffic from old section of road to newly realigned section of road.

2.1 Construction Phase

The construction phase of the proposed R126 Hearse Road Realignment is estimated to last 3 months. The construction works will follow a sequence as outlined below.

2.1.1 Advance Works

Advance works will comprise the following:

- Site clearance – The proposed realignment will occur partly on the line of the existing road and partly on farmland for which, approximately 6,000 sqm of farmed landcover will need to be cleared together with a limited extent of existing roadside hedgerow measuring c. 110m;
- Existing utilities (telecoms etc) will be surveyed and relocated where necessary by specialist utility contractors; and

- Construction compound facilities are expected to be limited owing to the small scale nature of the works. In this regard, the contractor will provide portable welfare facilities with construction materials and other necessary supplies brought onsite as needed, or temporarily stored in a secured portacabin.

2.1.2 Road Construction

The construction of the road will follow conventional construction standards. Two pavement types are proposed. Pavement type 1 comprises new pavement construction and is proposed for the middle section of the scheme from c. chainage 100 to 400. Pavement type 2 is proposed for each end of the road realignment to facilitate tie in with the existing road at c. chainage 0-100 and chainage 400-500.

Roadside drainage will comprise the installation of a French drain consisting of a 225mm diameter perforated pipe surrounded by filter stone material and geotextile membrane, buried in an excavated trench of approximately 1.5metres depth. The proposed drainage will drain from the eastern end of the proposed realigned road (Cobbes' Lane end) towards the western (Swords) end of the scheme. The newly installed drainage will tie in with an existing manhole cover, where the surface water will be directed away from the road in a south westerly direction into the existing drainage system as is currently the case with the existing Hearse Road.

Two proposed field accesses, comprising hardstanding and field gate will be provided along the southern section of the proposed development. A third access is also proposed along the northern side of the realignment. These access points will be set back from the main carriageway.

As the sequence of works progresses and the new realignment opens to traffic, the redundant section of the former road will be broken up and areas restored with grass seeding for the road verge. Hedgerow planting will be required to compensate for hedgerow losses where these occur during construction. The works will also provide for a proposed post and rail fence along the front boundary of an existing dwelling and farm immediately north of the site.

2.2 Operational Phase

During operation, it is likely that the proposed R126 will be live and carrying traffic prior to the completion of remedial landscape works. In this regard, landscape tasks relating to the establishment maintenance phase (usually 3 years post construction) for newly implemented planting and seeding will be undertaken whilst the road is open to traffic.

3 EIA SCREENING PROCESS

3.1 EIA legislative context

EIA requirements derive from Council Directive 85/337/EEC (as amended by Directives 97/11/EC, 2003/35/EC and 2009/31/EC) and as codified and replaced by Directive 2011/92/EU of the European Parliament and the Council on the assessment of the effects of certain public and private projects on the environment (and as amended in turn by Directive 2014/52/EU). Directive 2014/52/EU is transposed into Irish law under the European Union (Planning and Development) (Environmental Impact Assessment) Regulations 2018.

In the case of a road development, Section 50 of the Roads Act 1993 (as amended), sets out the requirements and provisions for the preparation of an Environmental Impact Assessment Report (EIAR). All roads projects can be placed into one of the following categories:

- Mandatory i.e. those that exceed the thresholds laid down and therefore have to prepare an EIAR; and
- Sub-threshold (discretionary) i.e. those that must be assessed on a case-by-case basis to determine whether or not they are likely to have significant effects on the environment and if a sub-threshold EIA may be required.
- Projects that fall under Annex II (13) (a) of the Directive for any change or extension of projects listed in Annex I or Annex II, already authorised, executed in the process of being executed.

3.2 Methodology

Screening is the process of deciding whether a development requires an EIA. The mandatory and discretionary provisions within the Roads Act 1993, as amended, allow the requirement for an EIA to be determined. The screening assessment has been carried out having had regard to the following documents:

- DEHLG (2018), Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment;
- European Commission (2017), Environmental Impact Assessment of Projects Guidance on Screening;
- NRA (2008) Environmental Impact Assessment of National Road Schemes – A Practical Guide;
- DEHLG (2003) Environmental Impact Assessment (EIA) Guidance for Consent Authorities regarding Sub-threshold Development;
- EC (2001) Guidelines on EIA Screening (June 2001); and
- EPA (2017) Guidelines on the Information to be contained in Environmental Impact Assessment Reports.

Table 1.1 presents detail on the legislative requirements, concerning mandatory EIA as outlined in Section 50 of the Roads Act 1993 (as amended) and Article 8 of the Roads Regulations, 1994 for a roads project. A review of these legislative requirements and their applicability to the R126 Hearse Road Realignment are documented, including an indication of the need for mandatory EIA.

Table 1.1: Summary of Legislative Requirements under which an EIA would be Mandatory

Mandatory		Regulatory Reference	Relevance to the proposed R126 Hearse Road Realignment
Construction of a motorway		S. 50(1)(a) of the Roads Act, 1993, as substituted by S. 9(1)(d)(i) of the Roads Act, 2007	The proposed R126 Hearse Road Realignment does not comprise the construction of a motorway or a busway or a service area.
Construction of a busway			
Construction of a service area			
Any prescribed type of proposed road development consisting of the construction of a proposed public road or the improvement of an existing public road, namely:	<p>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;</p> <p>The construction of a new bridge or tunnel which would be 100 metres or more in length</p>	Article 8 of the Roads Regulations, 1994 (Road development prescribed for the purposes of S.50(1)(a) of the Roads Act, 1993)	<p>The R126 Hearse Road Realignment project does not involve the construction of a new road of four or more lanes, or the realignment or widening of an existing road to provide four or more lanes.</p> <p>Mandatory Threshold not reached.</p>

Source: Adapted from Table 1: Summary of Legislative Requirements for EIA Screening, Section 2.0 of the NRA publication “Environmental Impact Assessment of National Road Schemes – A Practical Guide” (2008)

Having examined the mandatory requirements for EIA in relation to road schemes in Table 1.1 above, It is clear that the nature of the proposed Hearse Road Realignment is such that mandatory EIA would not be required as it does not involve the construction of a motorway, busway or service area. The proposed Hearse Road Realignment comprises the realignment of an existing single carriageway road measuring a maximum of 0.5km length. In this regard, it does not fall within the prescribed types of road development as set out in Article 8 of the Roads Regulations, 1994 because it does not involve the construction of 4 lanes and no tunnelling is required.

The proposed Hearse Road Realignment is therefore subject to further ‘screening’, to ascertain if it is likely to have significant effects on the environment. Legislative requirements under which a road project would require a discretionary EIA are outlined in the Roads Act, 1993 to 2007 (as amended). A review of these requirements in the context of the proposed R126 Hearse Road Realignment is presented in Table 1.2 below.

Table 1.2: Summary of Legislative Requirements under which an EIA would be Discretionary

Sub-threshold	Regulatory Reference	Relevance to the proposed R126 Hearse Road Realignment	
Where An Bord Pleanála (ABP) considers that a proposed road development would be likely to have significant effects on the environment it shall direct the road authority to prepare an EIS	S. 50(1)(b) of the Roads Act, 1993	An Bord Pleanála has not directed the Road Authority to prepare an EIS.	
Where a road authority considers that a proposed road development would be likely to have significant effects on the environment it shall inform ABP in writing and where ABP concurs it shall direct the road authority to prepare an EIS	S. 50(1)(c) of the Roads Act, 1993	Fingal County Council considers that the archaeological features located close to the proposed realignment be brought to the attention of the National Monuments Service. The County Council recommends undertaking some form of archaeological assessment including an archaeological impact statement.	
Where a proposed road development would be located on certain environmental sites the road authority shall decide whether the proposed road development would be likely to have significant effects on the environment. "The sites concerned are":	<ul style="list-style-type: none"> (i) Special Area of Conservation (SAC) (ii) A site notified in accordance with Regulation 4 of the European Communities (Natural Habitats) Regulations, 1997 (S.I. No. 94 of 1997) (iii) Special Protection Area (iv) A site where consultation has been initiated in accordance with Article 5 of Council Directive 92/43/EC of 21 May, 1992, on the conservation of natural habitats and of wild flora and fauna (v) A Nature Reserve within the meaning of sections 15 or 16 of the Wildlife Act, 1976. (vi) Refuge for Fauna under section 17 of the Wildlife Act, 1976. 	S. 50(1)(d) of the Roads Act, 1993, as inserted by Art. 14(a) of the EIA (Amendment) Regulations, 1999	In accordance with the EU Habitats Directive, an Appropriate Assessment to ensure that the project will not have negative impacts on any designated European Sites i.e. SPAs or SACs has been carried out as a desk based exercise. This concluded that the proposed development will have no likely significant effects on European sites, either alone or in-combination with other plans or projects and that an Appropriate Assessment is not required.
If the road authority considers that significant environmental effects are likely, it shall inform ABP in accordance with section 50(1)(c).			

In order to assist planning and other consent authorities in deciding if significant effects on the environment are likely to arise in the case of works that are below the national mandatory EIA thresholds, the Minister for

the Environment, Heritage and Local Government published a Guidance document “Guidance for Consent Authorities regarding Sub-threshold Development” in August 2003.

In considering whether a sub-threshold proposed road development is likely to have significant environmental effects, the road authority, under section 50(1)(e) of the Roads Act, must have regard to whether or not such development is likely to have significant effects on the environment. This is done by reference to the criteria specified in Annex III of the EIA Directive 2014/52/EU. These criteria are grouped into three categories as set out below.

3.2.1 The characteristics of proposed development in particular:

- the size and design of the proposed project;
- cumulation with other existing and/or approved projects;
- the nature of any associated demolition works
- the use of natural resources, in particular land, soil, water and biodiversity;
- the production of waste;
- pollution and nuisances;
- 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;
- the risks to human health (for example due to water contamination or air pollution).

3.2.2 Location of Proposed Development

The environmental sensitivity of geographical areas likely to be affected by projects must be considered, with particular regard to:

- the existing and approved land use,
- the relative abundance, availability, quality and regenerative capacity of natural resources (including soil, land, water and biodiversity) in the area and its underground,
- 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 national legislation, Natura 2000 areas designated by Member States pursuant to Directives 92/43/EEC and Directive 2009/147/EC,
 - (vi) areas in which there has 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.

3.2.3 Type and Characteristics of the potential impact

The likely significant effects of projects on the environment must be considered in relation to criteria set out in points 1 and 2 of this Annex, with regard to the impact of the project on the factors specified in Article 3(1), 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 approved projects,
- h) the possibility of effectively reducing the impact.

The decision as to whether the proposed R126 Hearse Road Realignment project is likely to have significant effects on the environment must be taken with reference to the criteria set out above and is discussed in Section 4.

4 SUB THRESHOLD ASSESSMENT

The road authority, under section 50(1)(e) of the Roads Act, in considering a sub-threshold proposed road development must have regard to whether or not such development is likely to have significant effects on the environment. This is done by reference to the criteria specified in Annex III of the EIA Directive 2014/52/EU, and summarised in Table 3.3. The proposed R126 Hearse Road Realignment is considered under each criterion as outlined below.

4.1 Characteristics of the Proposed Development

4.1.1 The Size & Design of the whole of the Proposed Development

The proposed R126 Road Realignment comprises a realignment of the existing single carriageway road, approximately 500m in length. The realignment provides a single carriageway, consistent with the existing R126, to an improved geometric design standard and cross to current TII standards for similar road schemes. There are no bridges, culverts etc., although roadside drainage forms part of the design.

The approximate length of the proposed scheme is 0.5km. The road cross section consists of 7.0m carriageway (2 x 3.5m lanes) with 1.0m verge on the northern side and additional verge widening to 4.0m provided on the southern side of the realignment to provide improved sightline for westbound traffic

4.1.2 The Cumulation with other Existing Development and /or Development the Subject of a Consent for Proposed Development

Schedule 7 of the EIA Regulations requires that the characteristics of the development include an examination of the potential for cumulative impact of the proposed development with other existing developments and nearby consented developments, along with proposed developments, which are the subject of a consent which require EIA or other enactment e.g. SEA.

An overview of the plans and projects that have potential for cumulative and in-combination impacts with the proposed development are detailed in Table 1.3 below taken from the Fingal County Council planning portal map viewer and the Department of Housing, Planning and Local Government EIA portal map viewer. The search was limited to the five-year period preceding the date of issue of this report and excluded retention applications (i.e. typically local-scale residential or commercial developments where an impact has already occurred), incomplete, withdrawn, and refused applications. Table 1.3 lists the projects/plans from the mentioned search with potential for cumulative effects to the environment with the proposed development

Table 1.3 Planning Search Results from the County Planning and EIA Portal Maps

Planning Application Reference Number	Project/Applicant Name and Proposed Location	Brief Development Description	Application Status/ Outcome	Approximate Distance and Direction from Proposed Development	Date Planning Application Granted
06F.KA0018	Donabate Distributor Road Scheme	The proposed scheme comprises the construction of a distributor road approximately 4 kilometres in length. The road will also involve the construction of a new bridge (and associated embankments), footpaths and cycleways.	Permission with conditions	ca. 20m	19/07/2011
F17A/0113	McGarrell Reilly Homes, Hearse Road, Donabate, Co. Dublin	The construction of 196 houses, 62 apartments and a crèche, with two vehicular access points and access to two houses.	Permission	ca. 1km	01/12/2017

Planning Application Reference Number	Project/Applicant Name and Proposed Location	Brief Development Description	Application Status/ Outcome	Approximate Distance and Direction from Proposed Development	Date Planning Application Granted
F17A/0373	E. Hopkins, Prospect House, Hearse Road, Donabate, Co. Dublin	A residential development of 151 no. residential units and 1 no. crèche/childcare facility; 1 no. new link road; 2 no. additional vehicular and pedestrian entrances to the proposed development; temporary foul pumping station to serve the development;	Permission	ca. 200m	17/04/2019

The Donabate Distributor Road was subject to an Environmental Impact Assessment which assessed its potential impacts and indicated mitigation measures to be implemented. Similarly, the two residential developments were subject to some level of environmental assessment. The mitigation measures applicable to all these projects are such that significant cumulative or in combination environmental effects from these along with the Hearse Road realignment are not expected to arise.

In addition to the above, the planning application for the proposed Balllease Wastewater Pump station, which is approximately 3km east of this proposed development was recently submitted. The planning documents included a Screening for Appropriate Assessment and EIAR Screening.

4.1.3 The nature of any associated demolition works.

A small area of farmland will need to be cleared to facilitate the works together with limited extent of hedgerows totalling 110m in length. The proposed R126 Hearse Road Realignment will require limited demolition works. The extent of demolition amounts to very small areas of existing road pavement along with boundary fences.

4.1.4 The use of natural resources, in particular land, soil, water and biodiversity.

The use of natural soil and rock resources associated with the development would not cause unusual, significant or adverse effects of a type that would, in itself, require an EIA. The removal of soils and subsoils is not considered particularly significant. Use of water would be minimal given the scale of the project. No protected biodiversity features would be affected by the proposed development and no known invasive species have been identified. This conclusion was arrived at based solely on a desktop study.

4.1.5 The production of waste

As the proposed road realignment will be located, for the most part, on an area of existing road hardstanding, there will be a very limited quantity of waste arisings comprising mainly subsoil. This material will be reused during construction where feasible. Any material requiring removal offsite will be disposed of at an appropriate permitted or licensed facility based on Waste Management Acts 1996 as amended. In the event that disposal offsite is required, the material shall be tested for disposal at an appropriate waste management facility in accordance with the Waste management Act 1996 as amended.

All existing traffic signs and posts are to be taken down and removed to Fingal County Council store, or recycled where possible. Surplus spoil will be disposed of in accordance with the waste management plan documented in the Construction Environmental Management Plan (CEMP) for the project.

The control of waste will be carried out in accordance with best practice methods for disposal and will follow a waste management plan to be set out in the contractor's Construction Environmental Management Plan (CEMP) for the project.

4.1.6 Pollution and nuisances

The main potential pollution and nuisances relate to the construction of the proposed development. These include air quality (dust), noise and traffic management. Emissions to air will potentially include dust, noise and gaseous pollution from construction equipment and traffic. Construction activity will lead to temporary increases in road traffic along the R126 Hearse Road, due to construction related traffic travelling to and from the site. This is estimated to last for 3 months and will be subject to control through best practice control measures and the implementation of the CEMP. Delays along the R126 Hearse Road will also be experienced by road users due to the traffic management measures required to facilitate construction of the proposed realignment.

A Construction Traffic Management Plan (CTMP) will be produced by the appointed contractor to manage traffic during construction. The control of pollution and nuisances will be exercised with reference to best practice construction methodology and adherence to a CEMP developed specifically for the project.

The operation of the proposed project will not result in any significant pollution or nuisances. Once operational, improved surface water runoff treatment will result in a positive impact for all receiving watercourses.

4.1.7 The risk of major accidents, and/or disasters which are relevant to the project concerned, including those caused by climate change, in accordance with scientific knowledge

The proposed development will be designed, constructed and operated in accordance with the following health F16A/0372 and safety regulations and guidelines (or as updated):

- Safety, Health & Welfare at Work (Construction) Regulations 2006 to 2010;
- Safety, Health & Welfare at Work Act 2005; and
- Safety, Health & Welfare at Work (General Application) Regulations 2007 to 2010.

The risk of accidents associated with the project is limited to potential hydrocarbon spillages or uncontrolled release of sediment. No other risks of major accidents and/or disasters, including those caused by climate change, have been identified. As part of this, the potential for landslides, flood risk and wildfires has been taken into account. No hazardous activities are proposed which would pose a significant risk to habitats or the environment. No complex technologies or substance use form part of this project.

A Traffic Management Plan will have to be put in place for maintaining traffic flow. The road crossings will be organised, phased and manned as necessary to minimise the risk of the works causing traffic accidents and ensuring safe temporary measures for pedestrians, cyclists and motorists.

During operation, it is anticipated that the risk of road traffic accidents and associated pollution risks will be reduced due to the introduction of the proposed road realignment.

4.1.8 The risks to human health (for example, due to water contamination or air pollution)

Temporary negative impacts to human health may occur during the construction phase due to noise, dust, air quality, visual and traffic impacts. These impacts will be temporary, lasting 3 months, and will be subject to control through best practice control measures and the implementation of the CEMP. Similarly, best practice and implementation of a Health and Safety Plan will be required to ensure no risks to human beings working on the site or living/working adjacent to the site during construction. The temporary negative impacts are not considered to be significant.

During operation, it is considered extremely unlikely that a pollution event would occur of a magnitude that would have any significant negative impact on water quality and therefore it is considered that there are little

or no risks to human health as a result of the operation of the proposed road realignment. Furthermore the proposed realignment will have a positive impact on human beings in the wider area in terms of reducing the risk of road accidents in the future.

4.2 Location of proposed development

4.2.1 Existing and approved land use

The site for the proposed R126 Hearse Road Realignment is located within the townland of Lanestown in a rural farmland setting south west of the town of Donabate. Individual and clusters of dwellings are located along the existing R126 Road, one of which is located adjacent and north of the site. The site is located within the Low Lying Agricultural Landscape Character Type according to the Fingal County Landscape Character Assessment.

In regard to land use zoning, the farmland on the north side of the site is zoned for agriculture, specifically to *'Protect and promote in a balanced way, the development of agriculture and rural related enterprise, biodiversity, the rural landscape, and the built and cultural heritage'* according to the The Fingal County Development Plan 2017-2023 and the southern side of the site is zoned to protect and provide for greenbelt.

The Corine Landcover Data 2018 indicates that the main landcover type surrounding the site for the R126 Hearse Road Realignment is farmland. A section of the existing road is lined with mature wooded vegetation on the northern side. The eastern boundary of the site lies adjacent to a larger expanse of woodland associated with Newbridge House and Demesne.

The main potential impact will be the loss of a very small area of farmland and possible hedgerow vegetation on the southern side of the existing R126 Hearse Road.

4.2.2 The relative abundance, availability, quality and regenerative capacity of natural resources (including soil, land, water and biodiversity) in the area and its underground

Soil: The GSI 100k bedrock series indicates that the proposed site at Hearse Road is underlain by bedrock from the Malahide Formation; Argillaceous bioclastic limestone, shale. These rocks are of the Carboniferous age. Quaternary sediments comprise Irish Sea Till derived from Lower Palaeozoic sandstones and shales. Subsoil permeability is categorised as being Low.

Water: The proposed development is located within Hydrometric Area (HA) 08 Nanny-Devlin.

The proposed development is located within the Nanny-Delvin WFD Catchment, specifically the Ballough[Stream]_SC_010 WFD Sub Catchment according to the EPA online mapping dataset (WFD water quality status (2010-2015)). The larger area surrounding the proposed development is drained by three rivers, all associated with the Turvey_010 (IE_EA_08T020700) WFD waterbody. These rivers are the Turvey 08, The Lanestown and The Stafforstown 08. The Turvey 08 river is located approximately 500m northeast of the proposed development. The Lanestown river is the nearest, located 350m, south of the proposed development; and the Stafforstown 08, located approximately 1.5km southwest of the proposed development. While the Stafforstown flows into the transitional waterbody Broadmeadow Water (EA_060_0100), the Turvey 010 and Turvey 08 discharge to the Malahide Bay coastal waterbody (IE_EA_060_0000). Both the Broadmeadow Water transitional waterbody and the Malahide Bay coastal waterbody have a Moderate water quality status assigned for the 2010-2015 period.

The above-mentioned river, transitional and coastal waterbodies eventually discharge into the Northwestern Irish Sea (HA 08) coastal waterbody (IE_EA_020_0000). It is a larger coastal waterbody, classed for Good quality status for the period 2010-2015.

Aquifer classification: The GSI reveals that the south western part of the site occurs within a Locally Important Aquifer - Bedrock which is Moderately Productive only in Local Zones. The north eastern part of the site occurs within a Locally Important Aquifer - Bedrock which is Generally Moderately Productive

Groundwater body status: The proposed development is also located within the Swords groundwater body (IE_EA_G_011 Swords). The WFD monitoring for the period 2010-2015 revealed a Good water quality status for this waterbody.

The Geological Survey Ireland website was consulted to understand the characteristics and sensitivities of this groundwater body. It is a mostly locally important aquifer, zonally moderately productive. The flow generally occurs towards the coast, in relatively short flow paths (i.e. <1km), of rapid velocity in the upper zone and through fissures and conduits at larger depths. The existence of springs along the coast within this groundwater body influence are also reported.

Groundwater Vulnerability: Groundwater vulnerability gives an indication of the likelihood of risk of contamination to the groundwater resource. The groundwater vulnerability of the site and surrounding area is classified as being Low according to GSI.

Geological Heritage: The Irish Geological Heritage (IGH) Programme is a partnership between the GSI and the NPWS. In Ireland, geological heritage is assessed under a framework of 16 themes which cover different time periods and aspects of geology. Some of these sites have been selected or recommended for eventual designation as Geological Natural Heritage Areas (NHAs). The remainder are being considered as County Geological Sites (CGS) which have no statutory protection but can be included in County Development Plans. There are no CGSs within the site or in the surrounding area. The closest CGS is Malahide Point, located 3.6km to the east.

Biodiversity: National sites comprise Natural Heritage Areas (NHAs) and proposed Natural Heritage Areas (pNHAs). NHAs are protected under the Wildlife Amendment Act 2000 (as amended), many of which overlap with European Sites. The pNHAs were published on a non-statutory basis in 1995, but have not since been statutorily proposed or designated, however they do have some protection under schemes such as Rural Environment Protection Scheme (REPS), Agri-Environmental Options Scheme (AEOS) and County Development Plans. There are no NHAs or pNHAs within the immediate vicinity of the proposed works. The nearest NHA is Skerries Islands located approximately 1.5km to the north. Malahide Estuary SPA and SAC is located approximately 1.7 km to the south.

There is no documented records of Invasive Alien Plant Species (IAPS) at the site for the proposed road realignment or its near surroundings.

4.2.3 The absorption capacity of the natural environment, paying particular attention to the following areas:

The proposed road realignment would be carried out partly within the artificial surfaces of the existing R126 Hearse Road and partly within a small area of farmland adjacent to the existing road. This is considered to be a robust environment overall. In regard to the specified areas, the following is noted:

- **Wetlands, riparian areas, river mouths** - There are no wetlands, riparian areas or river mouths located close to the site for the proposed road realignment;
- **Coastal zones and the marine environment** - The proposed R126 Hearse Road Realignment would not affect any coastal zones or the marine environment;
- **Mountain and forest areas** - The proposed R126 Hearse Road Realignment would be located within the Low Lying Agricultural Landscape Character Type according to the Fingal County Landscape Character Assessment and therefore would not affect any mountain or forest areas;
- **Nature reserves and parks** - There are no nature reserves located close to the site for the proposed road realignment. The eastern end of the proposed realignment lies adjacent to the south west corner of

the boundary associated with Newbridge Demesne - Reg. No. 11336003 in the National Inventory of Architectural Heritage. No direct effects in terms of vegetation losses would arise to this designed landscape nor would there be any effects on its setting.

- **Areas classified or protected under national legislation, Natura 2000 areas designated by Member States pursuant to Directives 92/43/EEC and Directive 2009/147/EC** - In regard to areas classified or protected under legislation, including Natura 2000 areas designated pursuant to the Habitats Directive and the Birds Directive, There are eight Special Areas of Conservation (SAC) and ten Special Protection Area (SPA), collectively referred to as European sites, located within the Zone of Influence (15km radius area from the proposed development site) of the proposed development).
- **Areas in which there has already been a failure to meet the environmental quality standards laid down in legislation of the European Union and relevant to the project, or in which it is considered that there is such a failure** - The current Water Framework Directive (WFD) status of the Nanny Devlin Catchment surface water body risk is classified as 'At risk'
- **Densely populated areas** - The site for the proposed road realignment is located within a farmed setting featuring isolated individual and clusters of dwellings. It is located approximately 1.7km south west of the town of Donabate. It is not considered to result in any adverse effects on nearby densely populated areas;
- **Landscapes and sites of historical, cultural or archaeological significance** - The eastern end of the site for the proposed road realignment lies adjacent to the south western corner of Newbridge Demesne referred to above. Features of historical, cultural or archaeological interest are outlined in a separate Archaeological Impact Assessment Report (Courtney Deery, 2019) which accompanies this EIAR screening.

4.3 Types and characteristics of potential impacts

4.3.1 The magnitude and spatial extent of the impact (for example, geographical area and size of the population likely to be affected),

The human population affected by the proposed road realignment is expected to be limited to the local rural area and the nearby town of Donabate. The magnitude and spatial extent of impacts would be limited to the existing road realignment boundary, its immediate vicinity and road users in the area. The approximate length of the proposed realignment is 0.5km and the cross section width is 7.0m carriageway, with 1.0m verge on the northern side and a widened verge to 4.0m on the southern side.

4.3.2 The nature of the impact,

In accordance with Directive 2014/52/EC, the nature of the impact has been assessed on the following factors:

- population and human health;
- biodiversity, with particular attention to species and habitats protected under Directive 92/43/EEC and Directive 2009/147/EC;
- land, soil, water, air and climate; and
- material assets, cultural heritage and the landscape.

4.3.3 The transboundary nature of the impact,

No transboundary impacts are likely as a result of the proposed R126 Hearse Road realignment.

4.3.4 The intensity and complexity of the impact,

The nature of the impact has been outlined in **Section 4.3.2**.

Population and human health: During construction, temporary negative impacts are predicted due to noise and dust. These impacts are not considered significant. Land take would be limited to a very small extent of farmland with the majority of the works being confined to the existing road with limited exceptions where discrete land is required for one field access at the south eastern end of the scheme. Any permanent and temporary land acquisition will be subject to agreement and accommodation works.

Noise: During construction, temporary adverse noise impacts are predicted but are not considered to be significant largely due to the short term nature of the works lasting approximately 3 months. Furthermore, noise effects would be confined to the daytime working hours as specified in the CEMP.

Biodiversity: The existing land use is comprised of the artificial surface associated with the existing road pavement and a very small extent of farmland. The AA Screening assessment [RPS Report No. MDT0307HRBRp0001] concludes that the proposed development does not have the potential to result in likely significant effects on European sites. The operation of the realigned road scheme will result in subtle redistribution of traffic off an existing section of road onto an adjacent stretch of newly constructed road. There would be no net change in traffic movements as a result of the realignment. Therefore, it is not considered likely that the operation of the proposed road realignment would have any significant effect on any European sites.

As there are no records of occurrences of IAPS at the proposed development site or its near surroundings, it is considered that neither the construction or operation phases of the proposed road realignment would result in significant effects on European sites due to the spread of IAPS. Direct potential impacts on biodiversity would be limited to hedgerow losses on the south western side of the site measuring c. 110m in length. Clearance of vegetation would be undertaken outside of the bird nesting season and on completion of the works, replanting would take place to compensate for these losses. Measures would also be implemented to protect the woodland along the north western edge of the site for the duration of the construction works in accordance with BS 5837:2012 Trees in relation to design, demolition and construction– Recommendations.

Land and Soil,: A very limited extent of farmland measuring c. 6000m² would be lost as a result of the road realignment. Topsoil would be stripped and stored carefully in stockpiles and where possible, reused post construction for any reinstatement of farmland, planting or seeding.

Water, The potential for effects on the water environment due to the surface runoff from the proposed road realignment is considered to be very limited. There are no surface water bodies in close proximity (within 50m) of the proposed development. Mitigation measures in the form of filter drains proposed as part of the works are designed to mitigate any possible adverse effects arising from surface runoff. There would be no appreciable net increase in road surface associated with the proposed alignment compared with that existing. This factor combined with the introduction of filter drains is such that no significant effects are predicted to arise and no further measures are likely to be required to protect watercourses.

Air and Climate The potential for effects on air quality would be limited to the construction period and would be derived from emissions (from plant and machinery) and dust. Measures in the CEMP to mitigate dust and emissions during construction would be implemented to minimise these effects which are expected to be very limited and not significant. No effects are expected during operation as there are no expected increases in volumes of traffic due specifically to the proposed road realignment.

Small amounts of general waste will be generated during works. However, given the scale and size of the project, this is not considered to be significant. Land take would be limited to a very small extent of farmland with the majority of the works being confined to the existing road with limited exceptions where discrete land is required for one field access at the south eastern end of the scheme. Any permanent and temporary land acquisition will be subject to agreement and accommodation works.

Material Assets, The main impact on agriculture would be the permanent loss of farmland measuring c. 6000m² currently in use as tillage. Severance of existing access points would also arise although these would be reinstated as part of the accommodation works for the proposed road realignment. The proposed road realignment would not have a significant impact on agriculture from a national or regional perspective. It would have a minor impact from a local perspective due to loss of agricultural land and severance.

Cultural Heritage - The Archaeological Impact Assessment Report in Appendix A concludes the following. *'The proposed Hearse Road Realignment land-take includes a small 500m stretch of a roadside arable field. The very recent discovery of cropmarks, indicating the presence of below ground enclosure sites, has demonstrated the subsurface archaeological potential of this field. The ZAP of enclosure site DU012-076 is skirted by the eastern end of the proposed road development. The proposed road development is c. 37m to the north of the enclosure (i.e. measured from the outer enclosing element).'*

Whilst the aerial photography does not indicate that the crop marks extend into the proposed development area, there is a potential that associated or previously unknown below ground remains of an archaeological interest could be revealed as a result of earthmoving activity associated with the development. The construction of the proposed development will therefore have the potential to reveal heretofore unknown archaeological remains.

All earthmoving works for the proposed development, including any temporary/enabling works associated with the development will require archaeological monitoring under license to the Department of Arts, Heritage and the Gaeltacht. The purpose of monitoring is to determine if any archaeological material or features are uncovered during ground disturbance works. In the event of the discovery of archaeological finds or remains, the National Monuments Service and the NMI should be notified immediately. Provision will be made to allow for, and fund any, archaeological work that may be needed if any remains are noted. If features are revealed, the immediate area will need to be investigated, allowing no further development to take place until the site is fully identified, recorded and excavated or alternatively avoided to the satisfaction of the statutory authorities. This possibility must be accounted for in the development programme and budget. In accordance with best practice and legislative requirements the funding provision would include the production of written reports on the findings, with post-excavation analyses and publications of the results of the works, where appropriate.

In order to ensure that the recorded subsurface sites located in the same field to the south are not physically impacted by the development it is recommended that all work associated with the development (including storage etc.) strictly takes place within the redline boundary. This undertaking should be written into the construction and environmental management plan for the works. Any works outside this area must be done with prior approval from the licenced archaeologist who will inform the DAHG.'

Landscape, During construction, small areas of farmland would be lost along with hedgerow vegetation measuring 110m in length. An area of woodland located to the north of the site would be retained and protected in accordance with BS 5837:2012 Trees in relation to design, demolition and construction—Recommendations. These limited vegetation losses would be replanted or reseeded on completion of construction. Impacts on landscape elements and landscape character are expected to be minimal and not significant. Temporary negative visual impacts are predicted due to noise, dust, construction plant and vehicles. These impacts are not considered significant due to their short duration. During operation, an improvement in the visual amenity experienced by the residents of the nearest dwelling north of the site is expected to arise due to the proposed realignment.

4.3.5 The probability of the impact,

The probability of impacts on the receiving environment, such as pollution of receiving waters, is considered to be extremely low. Localised impacts such as dust generation and noise nuisance during construction of the road realignment are probable but will cause a temporary impact, however the contractor will be required to implement a Health and Safety Plan to ensure no risks to the population working on the site or working adjacent to the site during construction. The contractor will be required to prepare a construction environmental management plan (CEMP) to mitigate any potential impacts on the environment during construction including protection of watercourses from pollution and sedimentation.

On completion of the works, improved road infrastructure is likely to have positive implications for the population of the wider area in terms of road safety.

4.3.6 The expected onset, duration, frequency and reversibility of the impact,

Impacts will be temporary in nature coinciding with the construction phase of the project.

4.3.7 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

A review of the other projects and plans in the region was carried out as part of the EIAR Screening and concluded that no significant cumulative or in combination effects are predicted to arise as a result of the proposed development.

4.3.8 The possibility of effectively reducing the impact

The majority of the impacts arising from the proposed R126 Hearse Road Realignment will be associated with construction. These impacts are likely to be once-off and temporary in nature. The design of the scheme incorporates grass seeding to restore areas of former road pavement, decommissioned as a result of the realignment and hedgerow planting to compensate for small areas of hedgerow lost as a result of construction. These potential impacts are considered to be effectively managed through the implementation of a CEMP, standard construction management measures, and implementation of a Health and Safety Plan by the contractor.

5 CONCLUSION

RPS has been commissioned to undertake screening for the determination of the requirement for an Environmental Impact Assessment (EIA) for the R126 Hearse Road Realignment near Donabate, Co. Dublin.

There are a number of different ways by which the requirement for an EIA can be triggered, Mandatory or Sub-threshold (discretionary). An overview of the legislative requirements for Mandatory screening and their applicability to the project has been carried out. The project does not fall within the categories which would trigger mandatory EIA as outlined in Section 50 of the Roads Act 1993 (as amended) and Article 8 of the Roads Regulations, 1994 for a roads project.

As such, the project is considered to be sub-threshold development. In considering whether a sub-threshold proposed road development is likely to have significant environmental effects, the road authority, under section 50(1)(e) of the Roads Act, must have regard to whether or not such development is likely to have significant effects on the environment. The project was therefore assessed in accordance with the criteria specified in Annex III of the EIA Directive 2014/52/EU.

RPS considers that the proposed R126 Hearse Road Realignment is not likely to have significant effects on the environment by virtue of those reasons listed in Section 4 of this report and that the project does not require an Environmental Impact Assessment (EIA). In addition, an AA Screening Report was prepared which concludes that there is no potential for likely significant effects on European sites.

Appendix A

Archaeological Assessment Report

C O U R T N E Y • D E E R Y
ARCHAEOLOGY & CULTURAL HERITAGE

Archaeological Assessment

Hearse Road (R126),

Lanestown,

Donabate,

North County Dublin.

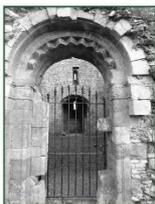
By Siobhán Deery

Of Courtney Deery Heritage Consultancy Ltd

On behalf of

RPS Group Ltd

10th July 2019



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1. INTRODUCTION

1.1. General

This desk study report assesses the archaeological potential and significance of lands required for the realignment of a road bend on Hearse Road (R126), in Donabate, North County Dublin (Figure 1). It has been carried out by Courtney Deery Heritage Consultancy Ltd on behalf of RPS Group Ltd.

This report provides an archaeological and historical background to the lands; and discusses the nature of the recorded archaeological sites in its vicinity. The archaeological assessment is based upon the following sources: the Record of Monuments and Places (RMP) and the Sites and Monuments Records (SMR) constraints maps and files of the Archaeological Survey of Ireland; the topographical files of the National Museum of Ireland (NMI); the Excavations Bulletins (which contains summary accounts of all excavations carried out annually in Ireland, www.excavations.ie for the period 1969–2018); the Fingal County Development Plan 2017-2023; and a number of other published and unpublished documentary sources including historic maps. A field walkover survey was carried out, the aim of the inspection was to assess the nature and character of the landscape through which the route runs.

1.2. Description of proposed development

Hearse Road/R126, is located between the M1, Exit No. 4 at Lissenhall Great to the west and Donabate to the east. The road bend to be realigned is in the townland of Lanestown, the proposed road realignment commences just after a row of modern houses to the west and ends just before the junction of Cobbe's Lane and Donabate Road at the south westernmost part of Newbridge Demesne (Fig. 1).



Figure 1 Site Location

The scheme will involve the realignment of a bend on the R126 Hearse Road, approximately 500m in length, on approach to the town of Donabate in north Co. Dublin (Fig. 2). The works involve the construction of a single carriageway with a cross section measuring 7.0m in width and featuring 3.5m wide travel lanes in each direction; off-line through the field to the east of the existing R126 with tie-ins to the existing Hearse Road at either end. The works will include the construction of two new field accesses; a new entrance to the existing farmhouse will be constructed incorporating the existing road. A new filter drain will be installed on the southern side of the carriageway and will tie into the existing drainage network. The works will also require the relocation of four telecom poles and the diversion of the overhead cable to the farmhouse. Sections of the existing road surface will be broken up.



Figure 2 Proposed development

2. BRIEF ARCHAEOLOGICAL AND HISTORICAL BACKGROUND

2.1. General

The proposed route lies in the townland of Lanestown, in the Civil Parish of Donabate, in the Barony of Nethercross which was in lands formerly in 'Balrudery'. The townland of Lanestown derives from the personal name of De Launey, a Norman name. The manor of Landoney is mentioned in 1297, when Richard De Cardiff bought it from Thomas De Launey. It incorporates the English element ton meaning town the Irish equivalent to an unenclosed farmstead.

2.2. Prehistoric Period

The earliest evidence of human activity in this area dates to the Mesolithic period. Large numbers of flint artefacts have been collected along the coastal stretch from Howth to Balbriggan, an area, which has a long tradition of archaeological fieldwork. Collectors have identified the estuaries at Malahide and Rogerstown as particularly rich (Stout and Stout 1992). While most of the finds date to the later Mesolithic period, an earlier Mesolithic microlith has been found at Knocklea near Rush. Two later Mesolithic Bann flint flakes are recorded from Kilcrea (NMI file no. IA/52/62).

The coastal pattern of settlement continues during the Neolithic period. Artefacts dating to this period have been found along the estuaries at Malahide and Rogerstown, and a cave in the cliffs at Portraine has also yielded flint artefacts. The funerary record is represented by the passage tomb at Knocklea. Excavations at Lambay Island have revealed many Neolithic artefacts, as well as occupation associated with the important flint stone axe production site, which gives an insight into the industrial activities of this period. The topographical files of the National Museum record several flint flakes from Lanestown (NMI refs. 1978:27-42 and 1978:73-74), Ballymadrough (NMI refs. 1978:69-72), Kilcrea (NMI refs. 1965:56, 1967:180-184 and 1976:147), and Turvey (NMI ref. 1978:80-116).

A ring-ditch site is recorded in Lanestown (DU012-074) to the east of the proposed development area. Visible as cropmarks, these sites comprise a circular fosse. They may be the remains of ploughed out barrows, round houses or other modern features and, in consequence, may date to any period from prehistory onwards. Barrow sites are part of the Bronze/Iron Age burial tradition (c. 2400 BC - AD 400). These site types are often found in clusters.

2.3. Early Medieval Period

The most significant component of early medieval settlement is the ringfort, the only domestic monument surviving in significant numbers from any period in Irish history. These sites consist of circular areas defined by banks and external ditches, and excavation often reveals associated field systems as well as the remains of dwelling houses and outbuildings for extended families. They are usually situated on gentle slopes in open grassland, with good views of the surrounding area. Dating evidence from excavations place these sites in the period AD 500–1000.

There are several possible ploughed out ringforts in the environs of the proposed development area, these are recorded as enclosures and were mostly detected by aerial photography as circular cropmarks with no visible trace at ground level. One such site is recorded at Lanestown (DU012-006). Recently discovered enclosure sites also in Lanestown, visible as cropmarks on aerial imagery, may also be ringforts (DU012-073, DU012-075 & DU012-077), with the latter two sites located within a field system (DU012-076).

Vikings also feature in the history of the area, making their first appearance in the vicinity when they plundered the monasteries of Inish Patrick and Rechru about the year 795. The Norse invaders also left their impact at Lambay most notably in the place name. By the middle of the ninth century permanent settlements were established along the east coast in the area known as Fingal, which included the peninsula of Donabate and Portraine. Bases were established at *Inbher Domhnainn* (Malahide) and *Ben Eadair* (Howth), and Dublin became their major stronghold in Ireland, with its conquest in 836.

2.4. Medieval Period

The districts surrounding Dublin were brought under English Crown authority following the intervention of King Henry II in the winter of 1171–2, with large estates bestowed on secular and ecclesiastical peers of the English realm in the form of manors. In 1183, Comyn, Archbishop of Dublin, established his archiepiscopal manor at Swords and a large portion of Donabate/Portraine came under control.

About the year 1230 Archbishop Luke disunited Donabate from Swords, and granted the rectory to the monastery of Grane, Co. Carlow. It remained in their possession until the dissolution of the monasteries in 1541. The vicarage was at that time indifferently called Turvey or Donabate, and with such an *alias* is it described in 1240 in the presentation of Richard de St. Martin thereto, by the Archbishop of Dublin (D'Alton 1838).

Lanestown Castle, a tower house is located at Newbridge Demesne (DU012-004), in a low-lying position inside the entrance gates of Newbridge House, east of the proposed development. It is a three-storey tower house with stepped battlements marked by a cornice and a projecting angle tower. Formerly entered through a pointed arched doorway on the north side. There is a barrel vault over the ground floor, which is lit by a pointed arched opening (now blocked) on the west side. The southwest spiral stairs provide access to chambers, with corbelled roofs, carried on squinches.

A 1776 survey shows a large single storey residence to east-used into the 19th century when Cobbe family purchased tenants (John Grace) interest in surrounding lands and demolished house in c.1820. John O'Donovan told by Charles Cobbe in 1830s that there were extensive buildings to north and east of castle prior to demolition. There is a bulge in the wall of the northeast corner stairwell at first floor; disintegration in masonry and substantial hole subsidence at southeast corner.

A sketch plan and description indicating that the 'castle' is a small Tower House probably of 15th/16th date records the castle as it was in 1896. There is no indication of a Bawn or Courtyard. It was '*called Laneston by Dalton pronounced as trisyllable i.e. la-nes-town called after family of Laundey, who are frequently mentioned in the Patent rolls and Christ Church Deeds*' (McDix: Irish Builder Vol 38, 1896).

In the Irish Builder it is said that "*Mr Cobb, the proprietor of Newbridge Demesne, used this old castle 100 years ago as his dining-hall, but after his time it was no longer kept up. An old flint-lock pistol was found in*

the castle marked 'H. Coddington of Oldbridge near Drogheda who was Sergeant-at-Arms in the middle of the last century' (Irish Builder vol 39 (1897)).

2.5. Post medieval

Newbridge House (DU012-060, a Protected Structure RPS No. 494), now the property of Fingal County Council, was built in 1737 for Charles Cobbe, later Archbishop of Dublin, after he purchased lands at Donabate (Bence-Jones 1978). By this time, Charles Cobbe was in possession of the townlands of Lanestown, Haggardstown, Newbridge Demesne, Donabate, Corballis, Baltra (now part of Corballis) and Kilcrea (Bates 2001). In 1760 the Archbishop's fashionable daughter-in-law, Lady Elizabeth Beresford, added a large wing to the back of the classical mansion containing the magnificent drawing room. It was designed to display her husband's collection of 17th and 18th century paintings.

3. CARTOGRAPHIC BACKGROUND

3.1. 17th century mapping

The Down Survey map of 1656 (Fig. 3) shows 'Landistowne & Haggardtonne', it does not indicate any house or structure on the land. The lands in the accompanying terrier is described as arable, meadow and pasture (measuring 262.2.20, acres, roods and perches) it is referred to as 'Landerstown' and indicates that the proprietor is John Allen.

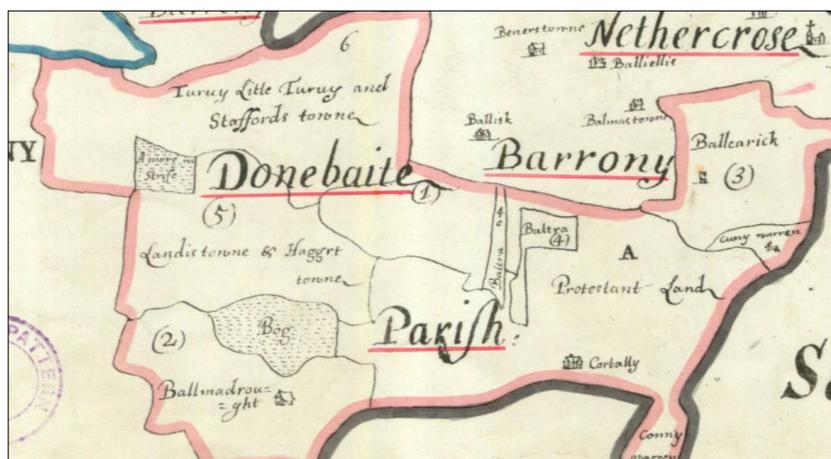


Figure 3 Down survey Barony map of Balrudeary

In the larger county map (Fig. 4), a castle like structure is indicated between *Landstown* and *Haggardstown*, this is likely to represent Lanestown Castle (DU012-004). No such structure however is described in the parish terrier.



Figure 4 Down Survey County map

The road system is not indicated on these earlier sources.

3.2. 18th century mapping – Rocque’s Map of County Dublin 1760

One of the earliest detailed maps for the area dates to the mid-18th century, *An actual survey of the County of Dublin* by John Rocque (1760) (Fig. 5). The manor and estate lands of Newbridge and roads leading into the Donabate village is indicated. Lanestown Castle is shown, referred to as ‘Laundestown’. Tracing west from the castle the bend in Hearse road can be identified. The road is however unnamed and there are no features of interest in the fields located to the north or south of it.

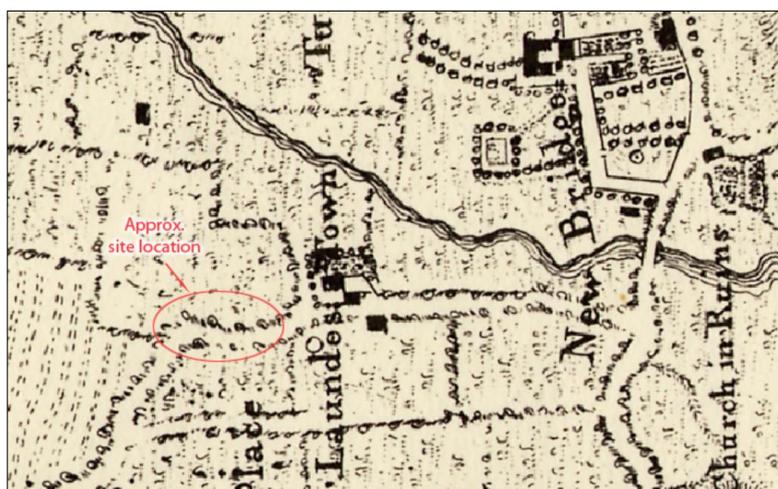


Figure 5 Rocque’s map of County Dublin, 1760

3.3. 19th century mapping

3.3.1. Taylor's map of Dublin, 1816

John Taylor's 1816 *Map of the Environs of Dublin* (Fig. 6), also shows Lanestown Castle and the bend in Hearse Road, structures are shown to the north of the road and are likely to relate to the farm that is located there today.



Figure 6 Taylor's map of Dublin, 1816

3.3.2. Ordnance Survey Mapping

The first edition OS six-inch map (Fig. 7) is the earliest detailed and accurate cartographic depiction of the study area. There are shelter belts of trees on the northern side of the hearse road, amongst this is a small farmstead with an enclosed farmyard to the rear which is defined by a range of structures. Lanestown Castle within Newbridge Demesne is indicated. No features of note are located within the fields to the south of the subject stretch of road.

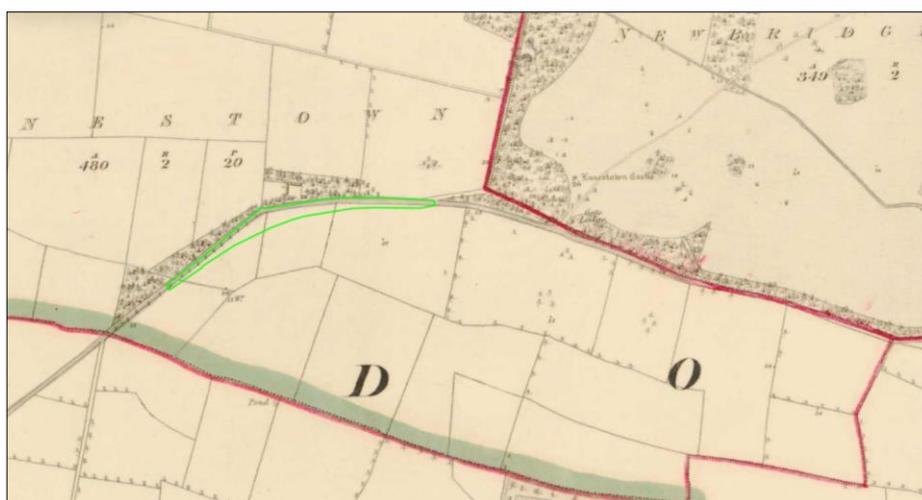


Figure 7 First edition Ordnance Survey six-inch map, 1843

The revised OS map (Fig. 8) shows that the farm has developed with additional buildings indicated. There has been consolidation of fields in the intervening years. There are small paddocks shown in the fields to the south and a field access track.

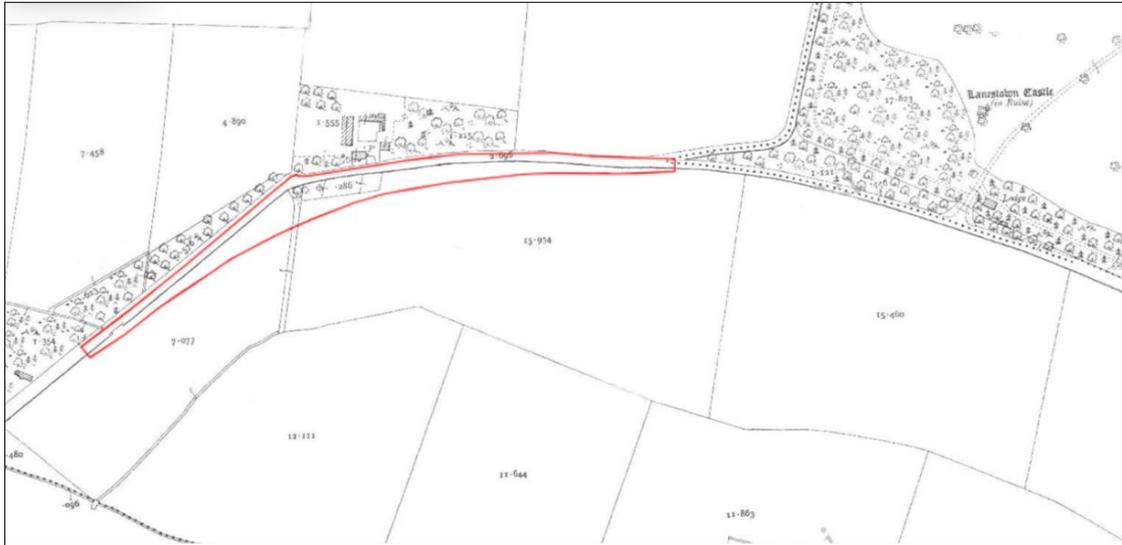


Figure 8 Revised edition Ordnance Survey 25-inch map, 1906-09

4. RECORDED ARCHAEOLOGICAL MONUMENTS

There are several recorded archaeological sites listed in the Record of Monuments and Places (RMP) within 1km of the proposed road realignment (Fig. 9).

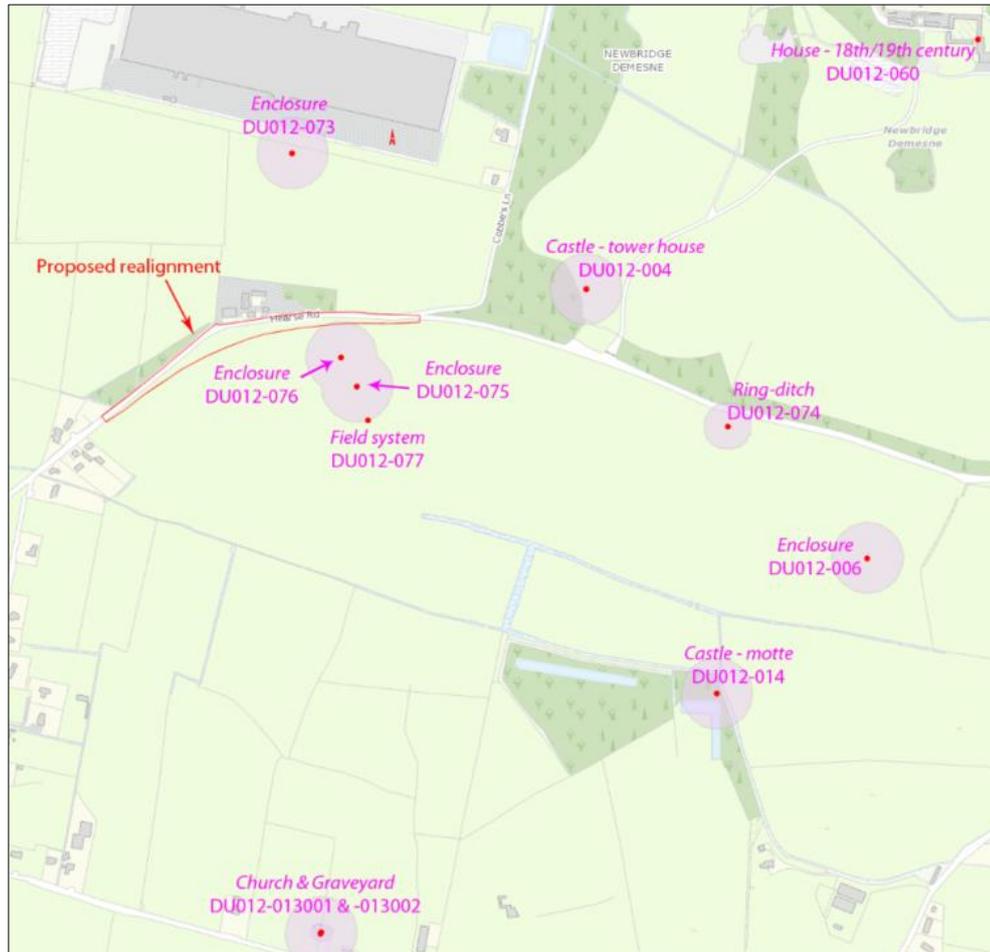


Figure 9 Location of recorded archaeological sites within c. 1km
(<http://webgis.archaeology.ie/historicenvironment>)

The closest recorded monuments are two enclosure sites (DU012-075 & -076) and a field system (DU012-077) that have recently been added to the record. These are described as follows:

RMP Ref: DU012-076 **Class:** Enclosure
Townland: Lanestown
Description: A sub-circular enclosure visible as a crop mark on an aerial photograph together with another enclosure and a field system in the same field (DU012-075 & DU012-077)
Distance: 37m south
Impact: The works will be carried out 30m north of the site, while the enclosure will not be impacted there may however be isolated features or features associated with the enclosure with the development boundary.

RMP Ref: DU012-075 **Class:** Enclosure

Townland: Lanestown
Description: A sub-circular enclosure visible as a crop mark on an aerial photograph together with another enclosure and a field system in the same field (DU012-076 & DU012-077). Located towards western end of what is now a vast open field-relatively flat. No visible remains.
Distance: 94m south
Impact: None, however there may be associated features that may extend into the proposed development boundary.

RMP Ref: DU012-077 **Class:** Field System
Townland: Lanestown
Description: A field system visible as a crop mark on an aerial photograph together with two enclosures in the same field (DU012-075 & DU012-076). Located towards western end of what is now a vast open field-relatively flat. No visible remains.
Distance: Extent undefined
Impact: Subsurface features associated with this complex may extend into the proposed development boundary.

The enclosures and field system can be seen clearly on aerial imagery, they have no above ground presence (Fig. 10). Arable agricultural tends to obscure any surviving surface archaeology. The linear cropmarks that can also be seen are field boundaries shown on the first edition OS map that have been removed.

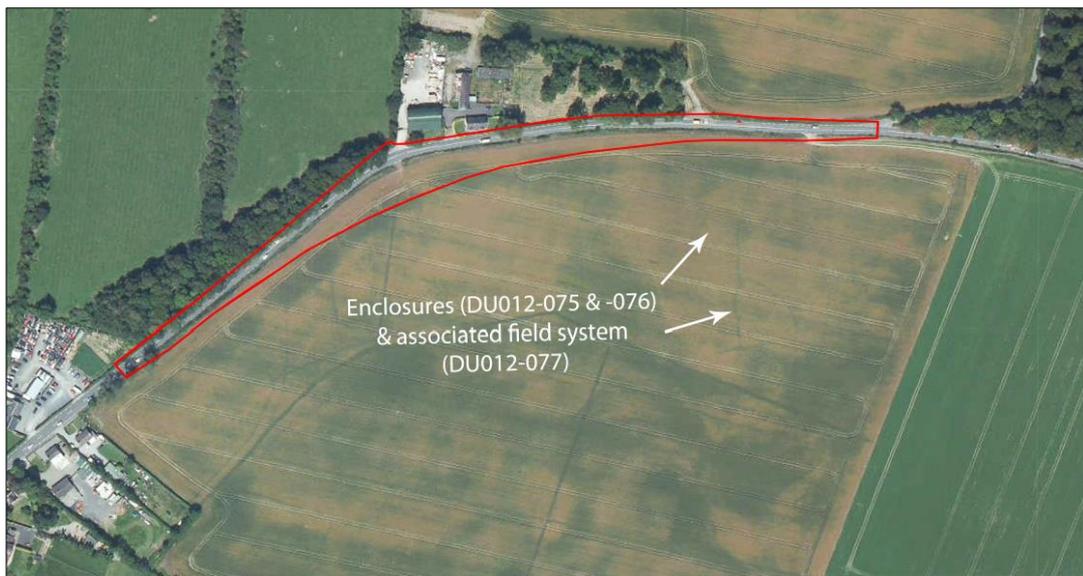


Figure 10 OSi Digital Globe aerial imagery (2011-13), showing recorded cropmarks, with proposed road realignment in red

The enclosing element of DU012-075, as shown on the aerial survey, is c. 37m to the south of the red line development boundary, DU012-076 is c. 94m to the south (Fig. 12). A linear appears to form the western edge of DU012-076, it continues northwards and cuts through the northern enclosure. The Zone of

Archaeological Potential of enclosure -075 runs just within the realignment works, there are however no cropmark indications within this area or the along the land-take of the road realignment.



Figure 11 Aerial features highlighted and proposed development to the north (Digital Globe 2011-2013),
Figure 12 RMP map showing ZAP

The six other sites within 1km are detailed in Appendix 1. None of these sites will be impacted by the proposed development. There have been no excavations within 1km of the proposed development which might shed light on the archaeological potential of the proposed development area.

5. STRAY FINDS

The topographical files of the National Museum record Lanestown recorded several pieces of waste flint from Lanestown townland. Waste flint is the debitage or produced in the production of flint tools production. These flint pieces are likely to represent prehistoric activity in the area and may date to somewhere between the Neolithic (4000-2500 BC) to the Bronze Age (2500BC-600BC) or even later.

Barony Nethercross
Townland: Lanestown

Find: Utilised and waste flint. 1978:42 utilised flint, 1978:41-37 same six flakes of white and brown flint with evidence of secondary working, 1978:36-27 waste flints same location.

Parish Donabate
Reg No: (NMI refs. 1978:27-42)

Barony Nethercross
Townland: Lanestown
Find: Waste flint

Parish Donabate
Reg No: (NMI refs. 1978:73-74)

6. ARCHAEOLOGICAL SITE INSPECTION

A site inspection of the proposed realignment was undertaken on the 5th July 2019 on a clear, bright day. The land-take of the route alignment incorporates the existing road, the roadside verge on both sides and a low hedgerow boundary on the southern side of the road (Plate 1 & 2). The route will take a 500m stretch of the northernmost part of a very large field of arable crop. The topography in this field is relatively flat and low-lying in nature, it does however slope gently down from the east. There was no above ground indication of the enclosure sites and field system (DU012-075, -076 & -077) but there was little surface visibility.



Plate 1 View east along Hearse Road
Plate 2 View west along Hearse Road



Plate 3 View east towards showing the field boundary that will be removed and the field under crop

The roadside farmhouse (Plate 4) on the northern side of the road is a 19th century dormer cottage, with outbuildings to the rear, it is part of a larger modernised farm complex. This will not be impacted by the scheme.



Plate 4 View north towards the farmhouse

A 19th century water pump is recorded (National Inventory of Architectural Heritage Ref. 11336010) on the Hearse Road, its location however is further west of the proposed realignment in proximity to a row of houses.

7. CONCLUSIONS AND RECOMMENDATIONS

The proposed Hearse Road Realignment land-take includes a small 500m stretch of a roadside arable field. The very recent discovery of cropmarks, indicating the presence of below ground enclosure sites, has demonstrated the subsurface archaeological potential of this field. The ZAP of enclosure site DU012-076 is skirted by the eastern end of the road development, the development is c. 37m to the north of the enclosure (i.e. measured from the outer enclosing element).

Whilst the aerial photography does not indicate that the crop marks extend into the proposed development area, there is a potential that associated or previously unknown below ground remains of an archaeological interest could be revealed as a result of earthmoving activity associated with the development. The construction of the proposed development will therefore have the potential to reveal heretofore unknown archaeological remains.

All earthmoving works for the proposed development, including any temporary/enabling works associated with the development will require archaeological monitoring under license to the Department of Arts, Heritage and the Gaeltacht. The purpose of monitoring is to determine if any archaeological material or features are uncovered during ground disturbance works. In the event of the discovery of archaeological finds or remains, the National Monuments Service and the NMI should be notified immediately. Provision will be made to allow for, and fund any, archaeological work that may be needed if any remains are noted. If features are revealed, the immediate area will need to be investigated, allowing no further development to take place until the site is fully identified, recorded and excavated or alternatively avoided to the satisfaction of the statutory authorities. This possibility must be accounted for in the development programme and budget. In accordance with best practice and legislative requirements the funding provision would include the production of written reports on the findings, with post-excavation analyses and publications of the results of the works, where appropriate.

In order to ensure that the recorded subsurface sites located in the same field to the south are not physically impacted by the development it is recommended that all work associated with the development (including storage etc.) strictly takes place within the redline boundary. This undertaking should be written into the construction and environmental management plan for the works. Any works outside this area must be done with prior approval from the licenced archaeologist who will inform the DAHG.

Please note that all recommendations are subject to approval by the Local Authority and National Monuments Service of the Heritage and Planning Division, Department of Culture, Heritage and the Gaeltacht.

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APPENDIX 1 SUMMARY OF RELEVANT LEGISLATION

National Monuments (Amendment) Act (1930-2014)

All archaeological sites have the full protection of the national monuments legislation (Principal Act 1930; Amendments 1954, 1987, 1994, 2004 and 2014). In the 1987 Amendment of Section 2 of the Principal Act (1930), the definition of a national monument is specified as:

any artificial or partly artificial building, structure or erection or group of such buildings, structures or erections;

any artificial cave, stone or natural product, whether forming part of the ground, that has been artificially carved, sculptured or worked upon or which (where it does not form part of the place where it is) appears to have been purposely put or arranged in position;

any, or any part of any, prehistoric or ancient tomb, grave or burial deposit, or

(ii) ritual, industrial or habitation site

and

any place comprising the remains or traces of any such building, structure or erection, any cave, stone or natural product or any such tomb, grave, burial deposit or ritual, industrial or habitation site...

Under Section 14 of the Principal Act (1930):

It shall be unlawful...

to demolish or remove wholly or in part or to disfigure, deface, alter, or in any manner injure or interfere with any such national monument without or otherwise than in accordance with the consent hereinafter mentioned (a licence issued by the Office of Public Works National Monuments Branch),

or

to excavate, dig, plough or otherwise disturb the ground within, around, or in the proximity to any such national monument without or otherwise than in accordance...

Under Amendment to Section 23 of the Principal Act (1930),

A person who finds an archaeological object shall, within four days after the finding, make a report of it to a member of the Garda Síochána...or the Director of the National Museum...

The latter is of relevance to any finds made during a watching brief.

In the 1994 Amendment of Section 12 of the Principal Act (1930), all the sites and 'places' recorded by the Sites and Monuments Record of the Office of Public Works are provided with a new status in law. This new status provides a level of protection to the listed sites that is equivalent to that accorded to 'registered' sites [Section 8(1), National Monuments Amendment Act 1954] as follows.

The Commissioners shall establish and maintain a record of monuments and places where they believe there are monuments and the record shall be comprised of a list of monuments and such places and a map or maps showing each monument and such place in respect of each county in the State.

The Commissioners shall cause to be exhibited in a prescribed manner in each county the list and map or maps of the county drawn up and publish in a prescribed manner information about when and where the lists and maps may be consulted.

In addition, when the owner or occupier (not being the Commissioners) of a monument or place which has been recorded, or any person proposes to carry out, or to cause or permit the carrying out of, any work at or in relation to such monument or place, he shall give notice in writing of his proposal to carry out the work to the Commissioners and shall not, except in the case of urgent necessity and with the consent of the Commissioners, commence the work for a period of two months after having given the notice.

Under the National Monuments Amendment Act (2004), the Minister of Environment, Heritage and Local Government will issue directions relating to archaeological works and will be advised by the National Monuments Section and the National Museum of Ireland. The Act sets out the circumstances whereby the Minister of Environment, Heritage and Local Government may grant consent (i.e. in respect of a national monument of which the Minister or a local authority are the owners or the guardians or in respect of which a preservation order is in force) or issue directions (i.e. in relation to approved road developments—being road development approved under either or both sections 49 and 51 of the Roads Act 1993).

14A. (1) The consent of the Minister under section 14 of this Act and any further consent or licence under any other provision of the National Monuments Acts 1930 to 2004 shall not be required where the works involved are connected with an approved road development.

14A. (2) Any works of an archaeological nature that are carried out in respect of an approved road development shall be carried out in accordance with the directions of the Minister, which directions shall be issued following consultation by the minister with the Director of the National Museum of Ireland.

14A (4) Where a national monument has been discovered to which subsection (3) of this section relates, then the road authority carrying out the road development shall report the discovery to the Minister subject to subsection (7) of this section, and pending any directions by the minister under paragraph (d) of this subsection, no works which would interfere with the monument shall be carried out, except works

urgently required to secure its preservation carried out in accordance with such measures as may be specified by the Minister

The Minister will consult with the Director of the National Museum of Ireland for a period not longer than 14 days before issuing further directions in relation to the national monument.

The Minister will not be restricted to archaeological considerations alone, but will also consider the wider public interest.

Appendix 2 RMP sites in the surrounding environs

- RMP Ref:** DU012-073 **Class:** Enclosure
Townland: Newbridge Demesne
Description: A sub-rectangular enclosure visible as a crop mark on an aerial photograph. Located in relatively flat farmland near field boundary. Under crop. No visible remains.
Distance: 300m northeast of the eastern end of the proposed realignment works, there is a mature woodland and demesne boundary between the castle and the works.
- RMP Ref:** DU012-004 **Class:** Castle - Tower House
Townland: Newbridge Demesne
Description: Lanestown castle in ruins. Situated inside the entrance gates of Newbridge House. This is a three-storey tower house with stepped battlements marked by a cornice and a stair turret in the SW angle. Formerly entered through a pointed segmental-arched doorway on the north side. There is a barrel vault on the ground floor, which is lit by a segmental arched opening, now blocked. On the west side. There is a probable garderobe shoot in the west wall. The southwest stair turret provides access to the corbelled apartments carried on squinches. Fireplace on first floor level, machicolation carries flue to second floor. There windows are plain in general except for a pointed arched window with sandstone jambs in the south wall of the second floor. Traces of a lofted building survive on the east side. Many alterations in brick.
Distance: 300m northeast
- RMP Ref:** DU012-006 **Class:** Enclosure
Townland: Lanestown
Description: An aerial photograph (CUCAP BDS 46) shows a roughly circular cropmark of a single ditched enclosure (diam. c.50m). this is probably a levelled ringfort. The site is situated on a slight ridge running e-w which is under tillage opposite the gates to Newbridge house. There has been considerable field boundary removal since the 1970's. there is no visible surface remains.
Distance: 300m northeast
- RMP Ref:** DU012-074 **Class:** Ring ditch
Townland: Newbridge Demesne
Description: A circular ring-ditch visible as a crop mark on an aerial photograph (SMR file; pers. comm. T. Condit). Located in relatively flat farmland near field boundary. Under crop. No visible remains.
Distance: 600m east
- RMP Ref:** DU012-014 **Class:** Mound
Townland: Ballymadrough
Description: Situated in a prominent position on the grounds of Seafield House along the Demesne wall, north of the fishpond. Comprises an oval-shaped mound (L22m, Height 6m) with round top and steeply sloping sides. Planted with trees.
Distance: 900m to the southwest
- RMP Ref:** DU012-01301-01302 **Class:** Church and Graveyard
Townland: Ballymadrough
Description: The site comprises a raised oval area, aligned E-W (L 27m, Wth 22m, H 1.4m-1.8m) enclosed by a modern wall which appears to have replaced an earlier earthen enclosure. A rectangular sunken feature aligned E-W, towards W end of graveyard is probably the remains of the church (L 8.0m, Wth 6.9m). The graveyard is no longer used for burials. (Healy 1975, 25). The graveyard is very overgrown with only a single gravestone visible. According to Peadar Bates, local historian, the gravestone is that of William Massey 1777, MP for Swords.
Distance: 1km south



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Appendix B

Figures



LEGEND:
 PROPOSED SITE BOUNDARY



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Job No.	MDT0307	Rev.	D01		

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LEGEND:

-  CARRIAGEWAY
-  BREAKUP and REMOVAL of EXISTING ROAD PAVEMENT
-  VERGE
-  PROPOSED SITE BOUNDARY
-  FIELD ENTRANCE
-  FIELD GATE
-  TIMBER POST AND RAIL FENCE



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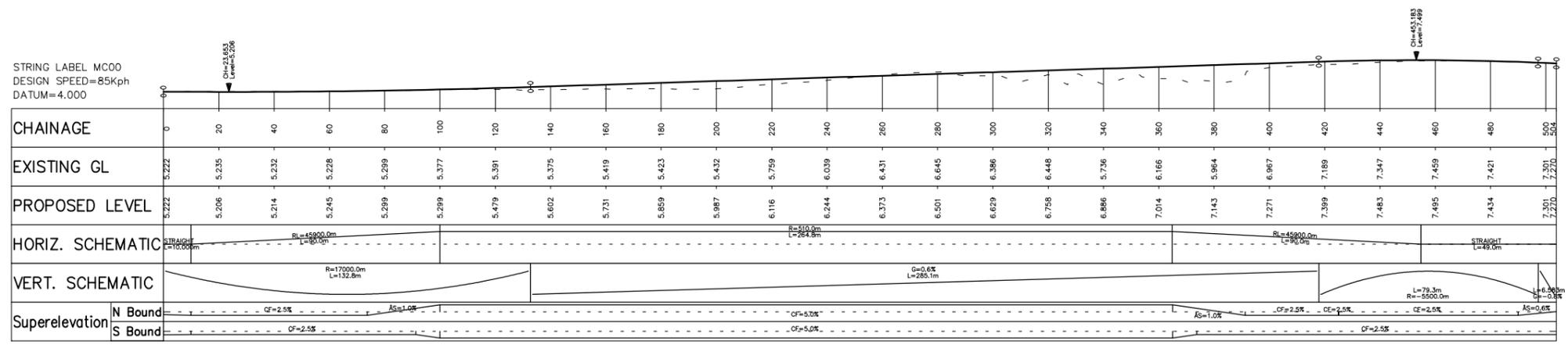
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Job No.	MDT0307	Rev.			D01

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NOTES:
1. REFER TO DRAWING GE0052 FOR SECTION A-A, B-B & C-C DETAILS.

LEGEND:
SITE EXTENTS



MAINLINE ALIGNMENT Scale Horiz. 1:1000 Vert. 1:200 @ A1

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