

Roscommon County Council

EIA Screening Report **Roscommon Town Public** **Realm Enhancement**

final report For
Planning

Prepared by LUC
October 2022

Roscommon County Council

EIA Screening Report Roscommon Town Public Realm Enhancement

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11395

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Landscape Design
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Contents

Chapter 1	
Introduction	1
Introduction	1
Requirement for EIA	1

Chapter 2	
The Proposed Development	3
Site Location and Surroundings	3
Proposed Development	3

Chapter 3	
Environmental Baseline and Potential Effects	5
Introduction	5
Environmental Baseline	5

Chapter 4	
Conclusion	A-1
Conclusion of EIA Screening	A-1

Appendix A	
Site Location Plan	A-2

Appendix B	
General Arrangement Plan	B-1

Appendix C	
Public Realm Area Calculations Plan	C-1

Chapter 1

Introduction

Introduction

1.1 Land Use Consultants Limited (LUC) has prepared this Environmental Impact Assessment (EIA) Screening Report on behalf of Roscommon County Council ('the Applicant') to support a request for an EIA screening determination to be included in a Part 8 application.

1.2 The Applicant is proposing to redevelop and enhance public realm in an area of Roscommon Town centre (the 'Site'). A Site Location Plan is provided in **Appendix A** and a General Arrangement Plan is shown in **Appendix B**.

1.3 The purpose of this report is to provide information on whether the Proposed Development is likely to have any significant effects on the environment that should be assessed through an EIA process.

Requirement for EIA

1.4 EIA is required for developments which are listed in Part 1 or Part 2 of Schedule 5 to the Planning and Development Regulations 2001, as amended.

1.5 The Proposed Development is considered to fall within Schedule 5 Part 2 Class 10(b)(iv) of the regulations:

- 10(b)(iv) urban development which would involve an area greater than 2 hectares in the case of a business district, 10 hectares in the case of other parts of a built-up area and 20 hectares elsewhere.

1.6 The Site covers a total area of 4.939ha. 1.588ha of the Site is located within the Core Town Centre as defined in the Local Development Plan. The Site and the Core Town Centre are shown on the Public Realm Area Calculations Plan provided in **Appendix C**.

1.7 The Site is therefore classified as sub-threshold.

1.8 In accordance with Schedule 7A of the Planning and Development Regulations 2001, as amended, the following information is to be provided by the Applicant for the purposes of screening sub-threshold development for EIA:

- 1.** A description of the Proposed Development, including in particular:
 - A description of the physical characteristics of the whole Proposed Development and, where relevant, of demolition works; and
 - A description of the location of the Proposed Development, with particular regard to the environmental sensitivity of geographical areas likely to be affected.
- 2.** A description of the aspects of the environment likely to be significantly affected by the Proposed Development.
- 3.** A description of any likely significant effects, to the extent of the information available on such effects, of the Proposed Development on the environment resulting from:
 - The expected residues and emissions and the production of waste, where relevant; and
 - The use of natural resources, in particular soil, land, water and biodiversity.
- 4.** The compilation of the information in 1 to 3 above shall take into account, where relevant, the criteria set out in Schedule 7.

1.9 Schedule 7 of the Planning and Development Regulations 2001, as amended, stipulates the criteria for determining whether a development would or would not be likely to have significant effects on the environment:

- 1.** Characteristics of proposed development
The characteristics of proposed development, in particular:

- the size of the proposed development,
- the cumulation with other proposed development,
- the use of natural resources,
- the production of waste pollution and nuisances,
- the risk of accidents, having regard to substances or technologies used.

2. Location of proposed development

The environmental sensitivity of geographical areas likely to be affected by proposed development, having regard in particular to:

- the existing land use,
- the relative abundance, quality and regenerative capacity of natural resources in the area,
- the absorption capacity of the natural environment, paying particular attention to the following areas:
 - a. wetlands,
 - b. coastal zones,
 - c. mountains and forest areas,
 - d. nature reserves and parks,
 - e. areas classified or protected under legislation, including special protection areas designated pursuant to Directives 79/409/EEC and 92/43/EEC,
 - f. areas in which the environmental quality standards laid down in legislation of the EU have already been exceeded,
 - g. densely populated areas,
 - h. landscapes of historical, cultural or archaeological significance.

3. Characteristics of potential impacts

The potential significant effects of proposed development in relation to criteria set out under paragraphs 1 and 2 above, and having regard in particular to:

- the extent of the impact (geographical area and size of the affected population),
- the transfrontier nature of the impact,
- the magnitude and complexity of the impact,
- the probability of the impact,
- the duration, frequency and reversibility of the impact.

Chapter 2

The Proposed Development

Site Location and Surroundings

- 2.1** The Site to be developed is located in the centre of Roscommon town in Co. Roscommon, Ireland. A Site Location Plan is provided in **Appendix A**.
- 2.2** The Site occupies an area of 4.939ha and comprises existing developed land of footpaths, carriageways, car parking areas and grass verges. The Site area includes a section of the N61, a section of Main Street, Goff Street, Athlone Road, Henry Street and Abbey Street as delineated on the Site Location Plan.
- 2.3** The surrounding area is a mixture of residential and commercial uses comprising housing, retail, civic space and offices.

Proposed Development

- 2.4** The Proposed Development seeks to enhance the public realm and cycleway infrastructure as part of a broader vision to reimagine Roscommon Town as a more compact, sustainable and people friendly place.
- 2.5** The main aims of the public realm enhancement works are to:
- a.** Improve the pedestrian experience
 - b.** Strengthen cycle infrastructure
 - c.** Strengthen green infrastructure
 - d.** Rationalise car parking
- 2.6** The proposed works as illustrated on the General Arrangement Plans in **Appendix B** can be summarised as follows:
- Upgrades to the public realm, including a linear park and introduction of cycleways along the Circular Road between the junction with Athlone Road and Lanesborough Street. This includes the reduction of carriageway widths with greater provision allocated to pedestrian movement.
 - Improved pedestrian access and buffer planting to improve visual appearance at land adjacent to the Livestock Mart.
 - Enhancing the overall aesthetic of land at the Tesco car park with urban greening and improvements to pedestrian access.
 - Streetscape enhancement including cycleway provision along Goff Street and Athlone Road and integrating with existing enhancement works along the Main Street up to the Square.
 - Streetscape enhancement along Church Street.
 - Streetscape enhancement including carriageway realignment and cycleway integration along Henry Street.
 - Footway and crossing point upgrades improving connectivity from the town centre to Loughnaneane.
 - Urban street planting, street furniture and wayfinding enhancements throughout.
- 2.7** The construction will be undertaken on existing developed land. This will require the breaking out of existing footpaths, carriageway and parking area surfacing with regrading prior to resurfacing.
- 2.8** To ensure the implementation of any required environmental activities that are identified as part of the consenting process, a Construction Environmental Management Plan (CEMP) will be produced prior to the commencement of onsite activities and

will be adopted by the Principal Contractor during the construction phase. This will document procedures on pollution, noise and dust controls, hours of construction activity, waste management procedures and construction mitigation measures.

2.9 Temporary construction compounds will be required for the duration of the construction works, however at present, the locations are not known.

2.10 The construction and demolition waste produced will be appropriately managed under a Site Waste Management Plan produced as part of the CEMP.

2.11 With the exception of routine landscape maintenance, no waste is anticipated to be produced during operation of the Proposed Development.

2.12 It is not expected that there will be a significant requirement for the use of natural resources as part of the Proposed Development. The works will comprise the reconfiguration and resurfacing of footpaths, carriageways and parking areas using asphalt, concrete, stone and decorative paving. Surface water run-off will continue to be managed as per existing drainage arrangements but the design also includes provision of rain gardens within the linear park (running aside the N61).

Chapter 3

Environmental Baseline and Potential Effects

Introduction

3.1 A review of the environmental baseline of the Site and surrounding area has been undertaken using publicly available sources.

Appropriate Assessment

3.2 An Appropriate Assessment (AA) screening report for the Proposed Development has been prepared separately which will be provided in support of the Part 8 application. The AA screening report is not discussed further in this report.

Environmental Baseline

Table 3.1 presents a summary of the environmental baseline of the Site and surrounding area together with the potential effects associated with the Proposed Development.

Table 3.1: Environmental Baseline Summary

Topic	Baseline	Potential effects and control measures	Significance of effects
Air Quality	Roscommon Town has been monitored by the Environmental Protection Agency (EPA) as Station No. 53 since September 2018. The station is located within the town at Roscommon County Council buildings to the east of the Site, between Church St and Abbey St. EPA¹ maps showed that on the 21st September 2022 the reading was rated in band “good”. All readings in 2022 from January to September inclusive have been in band “good”. This suggests there is no ongoing issues with air quality in the town.	Any emissions (dust and particulate matter) associated with construction and demolition activities will be temporary in duration. It is considered that the number of vehicle movements anticipated with the construction of the Proposed Development will not be at a level likely to result in any exceedance of air quality standards either at the Proposed Development or within the wider area. Control measures to reduce emissions and limit dispersion will be in place during construction work which will be outlined in the CEMP. The CEMP would also outline measures such as requirements for servicing and maintenance of vehicles and plant, and measures to ensure that vehicle and plant engines are turned off when not in use. The purpose of the Proposed Development is to encourage pedestrian and cyclist use and to improve safety, traffic flow and parking. Air quality is not anticipated to change significantly from existing conditions due to the presence of the Proposed Development during the operational phase.	It is considered that the effect of the Proposed Development on air quality is not significant.
Cultural Heritage and Archaeology	There are various records held by the National Monuments Service (NMS) and National Inventory of Architectural Heritage (NIAH) which were identified using the Historic Environment Viewer². The Local Area Plan³ states there are 87 structures listed on the Record of Protected Structures as well as 4 Architectural	The Proposed Development takes account of the cultural heritage setting and the baseline has informed the design development.	It is considered that with standard protective measures in place, the effect of the Proposed

¹ EPA Air Quality Maps. Available at: <https://airquality.ie/>. Accessed 21/09/2022.

² Historic Environment Viewer. Available at: <https://maps.archaeology.ie/HistoricEnvironment/>. Accessed 21/09/2022.

³ Variation No.1 of the Roscommon Town LAP 2014-2020. Available at: <https://www.roscommoncoco.ie/en/Services/Planning/Roscommon-County-Council-Planning-Publications/Roscommon-County-Council-Planning-Publications/Local-Area-Plans/Current-Plans/>. Accessed 27/05/2022

	conservation Areas. There are 25 structures listed for protection in the Record of Monuments and Places. In addition, most of the town centre falls within a Zone of Archaeological Potential which runs from Dominican Abbey in the south to the moat north of the Castle along the Walk. Roscommon Town is designated as a historic town (RO039-043), it has a rich history dating back to the 5th Century. Within the Site there are three cultural heritage assets including the following NMS record: ■ Crucifixion plaque (RO039-043005) located in Chapel lane. The following NIAH asset is also located within the Site: ■ Post box (Reg. No. 31817023) located on Abbey Street. There are a number of other cultural heritage assets within the wider area, however, they are located outwith the Site. This includes the following: ■ A concentration of Sites and Monuments around The Square in the town centre and along Main Street including the Gatehouse (RO039-043004) which is on the Site boundary of the Proposed Development between Main St and Goff St. ■ A concentration of Sites and Monuments around Saint Cummans Episcopal Church between Henry Street and Church Street. ■ Roscommon Garda station Prison (RO039-043003). ■ A designed landscape (avenue) to the north west of the town (RO039-043018). ■ Adjacent to the car park on Circular Road north of Roscommon Livestock Mart there are two excavation	Phase 1 public realm enhancement works have been completed by others around The Square and therefore, there is no effects anticipated for the assets within this part of the town. The features located between Henry Street and Church Street are not within the red line boundary and will remain in-situ and so will not be adversely impacted by the Proposed Development. Features within or in close proximity to the Proposed Development e.g. Gatehouse (RO039-043004) Crucifixion plaque (RO039-043005) and Post box (Reg. No. 31817023) will have protective measures in place during construction works. These measures will be outlined in the CEMP to mitigate the potential for any impact to occur. During construction, the potential to uncover archaeological deposits of high importance within the Site is considered to be low as the Site has already been developed and is situated in an urban context. However, to ensure the protection of any undiscovered features, procedures will be outlined in the CEMP, to avoid any potential impacts from construction.	Development on cultural heritage and archaeology is not significant.
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	(miscellaneous) records (RO039-047002 and RO039-047001) and a ritual site – holy well (RO039-047). ■ To the south-west adjacent to the roundabout between Convent Road and Abbeytown there is a burial within the grounds of CBS Roscommon (RO039-043026).		
Geology and soils	No natural resources have been identified within or near to the Site. Publicly available geology data and maps⁴ indicate that the bedrock geology is formed of undifferentiated viséan limestone. Online EPA maps⁵ indicate that the sub soil has been classed as manmade. There is a petrol filling station (Casey's Circle K) located to the east of the roundabout between the N63 and N61. This is located outwith the Site boundary. No further current sources of contamination, for example garages or industrial sources have been identified within the Site.	The area of the Proposed Development is already developed and consists of existing footpaths, carriageways, parking areas and grass verges. Minimal virgin ground is to be excavated or developed as part of the proposals. Construction will result in limited disturbance to the current geological resources (soil & subsoil) as it will be limited to the areas of footpaths, carriageways and parking areas anticipated to comprise made ground and asphalt. Construction is expected to comprise the breaking out of existing carriageway and footpath surfacing to create a new regraded platform suitable for re-surfacing. Any construction and demolition waste will be appropriately managed and re-used where possible on Site or disposed of appropriately and in accordance with a Site Waste Management Plan. The risk of disturbing in-situ ground contamination is considered to be low. Standard mitigation measures and good construction practice will be adhered to on Site under guidance of the CEMP to minimise any potential impact of this occurring. Additional consideration may be required in the vicinity of the petrol filling station. The CEMP will also outline control measures to reduce the risk of any contamination into the underlying environment during construction.	It is considered that with standard protective measures in place, the effect of the Proposed Development on geology and soils is not significant.

⁴ Geological Survey Ireland. Data and Maps. Available at: <https://www.gsi.ie/en-ie/data-and-maps/Pages/default.aspx>. Accessed 21/09/2022.

⁵ EPA. Maps. Available at: <https://gis.epa.ie/EPAMaps/>. Accessed 21/09/2022.

Townscape and visual	According to the Local Development Plan³ there are currently three protected views in the town including two of the Castle (from the Racecourse and Fuerty Roads) and one of the Dominican Abbey, from the Golf Links Road.	The Proposed Development seeks to enhance the existing public realm. The proposals have considered the visual aspects and characteristic setting in its design development. The design seeks to retain existing grass verges, planting and mature trees where possible and integrate new landscape and ornamental planting. New street furnishings and seating will be provided in key locations to enhance the visual appearance. Due to the nature and scale of the Proposed Development, it is not predicted to impact any existing scenic areas and any visual effects are anticipated to be positive.	It is considered that the effect of the Proposed Development on townscape and visual amenity is not significant.
Traffic and transport	The main roads in the town centre are the N61 and N63, which are national primary roads. Enhancement of a section of the N61 is included in the Proposed Development. There is no defined cycle path through the town centre or the Site. Car parking in the town centre is mainly on-street parking. Dedicated car parks are also located at retail areas and at the Arts Centre on the N61 road. There are several bus stops within Roscommon Town⁶ with networks to Galway, Longford, Boyle and Athlone and other places en route via the bus services 449, 570, 571 and AIT02. Bus stops within the Site include: ■ Henry St ■ Mart Road ■ N61 – Casey’s Filling Station Roscommon train station is located to the south of the town, outwith the Site and train services run to Dublin, Sligo, Galway and Ballina/Westport.	The Proposed Development is expected to deliver a positive impact in terms of accessibility and pedestrian and cyclist amenity whilst integrating opportunities for active travel. There will be some sections of the main roads which will be reduced in width to permit one-way access (a section of Henry Street) or reduced in width to accommodate traffic calming measures, improve parking and extend pedestrian footpaths. Mitigation measures to ensure potential disruption during construction activities is minimised will be outlined in the CEMP. This is expected to include diversion routes and a phased construction programme to minimise any potential disruption during construction activities. Traffic management measures will be outlined in a Construction Traffic Management Plan which will form part of the CEMP. It is not considered that the Proposed Development will create a significant impact on existing traffic and transport but will provide a positive impact by easing congestion and improving traffic flow through the town centre.	It is considered that the effect of the Proposed Development on traffic and transport is not significant.

⁶ National Transport Authority. Roscommon Public Transport Network (November 2021) Rural Mobility Plan. Available at: <https://www.nationaltransport.ie/wp-content/uploads/2021/10/Roscommon-Connecting-Ireland-Maps-and-Network-Table-WEB.pdf> . Accessed 21/09/2022.

Water resource and flood risk	There are no watercourses present within the Site. There is a water quality monitoring station adjacent to Circular road (ID: RS26J010060) called 060 Roscommon East Link Road Br. This monitors river water quality. The last record⁷ shows the biological quality rating was 1 in 1996. Further downstream on the River Jiggy, more recent water monitoring took place in 2020 at RS26J010090 which had a rating of biological quality rating of 3. This score is “moderate” and has a pollution status as “Slightly polluted”. This was an improvement on previous years. EPA data notes that “The Jiggy is impacted by several stormwater overflows on the Roscommon sewerage network. On the day of sampling the river was being dredged by a mechanical digger.” A review of the Office of Public Works (OPW) flood information portal⁸ has revealed that the nearest watercourse is beyond the east of the Site which has a high probability of flooding. There is also a waterbody, namely, Loughnaneane beyond the west of the Site. None of the projected flooding areas are located within the Site.	Surface water runoff would be managed during both construction and operation of the Proposed Development so as to not increase runoff rates and volumes leaving the Site in comparison to existing conditions. The design seeks to make the town centre more resilient to climate change. The proposals will connect into the existing drainage system as per existing conditions and rain gardens are included within the linear park (running aside the N61). There is a potential risk of contamination migrating into the nearby environment during the construction phase, however, pollution prevention measures for runoff and to minimise any impact on the receiving water environment will be outlined in the CEMP.	It is considered that with standard protective measures in place, the effect of the Proposed Development on water resource and flood risk is not significant.
Ecology	Using National Parks and Wildlife Service Habitats and Species data maps⁹ and Biodiversity Maps¹⁰ the following ecological baseline has been identified: ■ Lough Ree SAC (Site Code 000440) designated for habitats and Lough Ree SPA designated for birds is approximately 3.5km south-east. ■ Ballinturly Turlough SAC designated for its habitats is approximately 4.4km south-west.	Overall, within the Site boundary there is a limited ecological resource due to the urban context. As a result, the Site has limited potential to support the protected species which were identified to be present in the wider environment. The existing vegetation is incorporated into the Proposed Development with many additional trees and hedgerows being proposed. This will add to the existing wildlife corridors and potentially improve urban biodiversity and create further opportunities for contact with nature.	It is considered that with standard protective measures in place, the effect of the Proposed Development on ecology is not significant.

⁷ EPA River Quality Surveys (Biological). Hydrometric Area 26 -Upper Shannon. Available at: <https://epawebapp.epa.ie/qvalue/webusers/>. Accessed 21/09/2022.

⁸Office of Public Works, 2018. *Floodinfo.ie*. [Online] Available at: <https://www.floodinfo.ie/map/floodmaps/>. Accessed 21/09/2022..

⁹ National Parks and Wildlife Service (no date). *Habitat and Species Data*. [Online] Available at: <https://www.npws.ie/maps-and-data/habitat-and-species-data>. Accessed 21/09/2022.

¹⁰ National Biodiversity Data Centre (2022). *Biodiversity Maps*. [Online] Available at: <https://maps.biodiversityireland.ie/>. Accessed 21/09/2022.

	■ River Suck Callows SPA designated for birds is approximately 6.3km to the south-west. ■ Corbo Bog SAC is designated for its habitats and is located approximately 6.6km to the north-east. ■ Lisnannarriagh Bog Natural Heritage Area (NHA) designated for its habitats is located approximately 6.9km to the north-east. ■ Derrycanan Bog NHA is designated for its habitats and located approximately 6.5km to the north. Habitats have been previously mapped in County Roscommon¹¹ and are summarised as <i>“Much of the surrounding area is well drained and comprises Improved Agricultural Grassland, with pasture and silage production the predominant land use.</i> <i>There are some poorly drained areas, especially to the northwest of the town, and these comprise mainly Marsh) and Wet Grassland both of which are quite species rich and add significantly to the ecological value of the town.</i> <i>A network of Hedgerows and Tree lines criss-cross the town. These are important features of the landscape, acting as ‘wildlife corridors’.</i> <i>In the north-western section of the town, there is a small area of species-rich Dry Neutral Grassland. This habitat type is relatively uncommon in the landscape and adds significantly to the ecological value of Roscommon town.”</i> The town is located in landscape classified as suitable for bats. There are also records of badger and otter within the vicinity of the town.	The CEMP will be implemented to ensure best practice pollution prevention measures are adhered to on Site such as bunding of fuel and oils. Additionally, due to the potential for pollution resulting from operational surface water run-off it is recommended that appropriate drainage is incorporated into the design. The CEMP will include Species Protection Plans (SPPs) which will outline any preventative and protective measures required for specific species.	
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¹¹ RPS. Survey & Mapping of Habitats in County Roscommon ‘Co. Roscommon Habitat Mapping 2011, Low Res’ (2011) Document No. MGE0228RP0003. <https://www.roscommoncoco.ie/en/download-it/heritage-publications/?pageNumber=1> Accessed 21/09/2022.

Noise and vibration	The Site is urban in a mixed-use area comprising main roads, residential housing and commercial business. The existing baseline noise environment is likely to be dominated by noise associated with traffic on the main roads which route directly through the Site and town centre.	Noise and potentially localised vibration disturbance is expected during construction on existing noise sensitive receptors. However due to the temporary nature of these works and given that construction best practice and control measures will be in place during construction work, significant effects are not anticipated. Control measures will be outlined in the CEMP. During construction of the Proposed Development there may be an increase in traffic levels. Any increase in vehicle numbers has the potential to increase noise levels, however, the increase is not anticipated to lead to significant noise impacts. Noise levels are not anticipated to rise significantly during the operational phase given the nature of the proposals.	It is considered that with standard protective measures in place, the effect of the Proposed Development on noise and vibration is not significant.
Socio-economics, tourism, recreational access and land use	Roscommon town is located within the county of Roscommon which is primarily rural in nature. Roscommon town itself is a typical urban centre comprising residential areas interspersed with commercial business. The main roads N61 and N63 pass directly through the town centre providing transportation links to the north, south, east and west of the county. Roscommon is a popular tourist destination with visitors travelling to the area for a range of activities including golf, cycling, horse riding, walking and visiting the wide range of heritage attractions such as Roscommon Castle.	The Proposed Development takes account of the social, environmental and historical sensitivities of the Site which have informed the design development. The Proposed Development seeks to enhance the existing setting and improve infrastructure and facilities for local residents, tourists and commercial businesses. There will be a limited amount of temporary employment generated during construction, which may be realised from the local area and may include a limited local spend rate from these workers. No operational employment is expected. Local access may be temporarily restricted to local business and residents during the construction. An Access Management Plan and Construction Traffic Management Plan will be implemented to mitigate potential effects from route diversions and closures, however with measures in place and given the short duration, this is not expected to be significant. The effects arising from the operation of the Proposed Development will be positive providing improved safety and access for local residents and businesses and whilst enhancing the public realm.	It is considered that with standard protective measures in place, the effect of the Proposed Development on socio-economics, tourism, recreational access and land use is not significant.

Cumulative impact	There are no major projects planned in the area likely to give rise to cumulative impacts. An application (21722) was granted for work to Tesco Car Park on Mart Road in February 2022 to construct a sheltered canopy for the purposes of “click and collect” spaces for the existing Tesco store. An application (2296) was granted in September 2022 for phased work to Casey’s Auto Centre Ltd. adjacent to the Site on Circular Road. The development involves extensions to the building, revisions to the entrances on Athlone Road and Circular Road, revisions to the internal layout including new pedestrian and vehicle movement arrangements, provision of 131 car parking spaces (for staff, disabled, electric vehicles, bus and HGV parking, demolition of existing shed and 4 new sheds for storage, 3 new HGV pumps, ventstack, fill points, 2 above ground fuel tanks and all associated road tie in works, drainage, water services, lighting, landscaping, site and development works. No other planning applications were identified at the time of this report production.	The Proposed Development is expected to be completed on a phased basis. Works will be programmed in advance and in consultation with the County Council to ensure minimal cumulative disruption. The Tesco development has a condition to inform the council 2 weeks prior to works commencing, therefore, it is possible that the construction of these two developments can be managed effectively to cause the least disruption. The Casey’s Auto Centre Ltd. development has a condition on the planning application that a revised phasing plan should be submitted and agreed prior to development commencing. Therefore, the construction can be managed effectively in a way to cause least disruption. Communication with the public during construction activities will be outlined in the CEMP to minimise the cumulative impact of construction nuisance (dust and noise).	It is considered that with standard protective measures in place, the cumulative impact of the Proposed Development is not significant.
Major accidents and/or disasters	The Site is not located in an area with a history of natural disasters. The Proposed Development is not of a type with potential to give rise to risk of a major accident or disaster.	The Proposed Development seeks to improve pedestrian safety and improve traffic flow through the town. This will include widened pedestrian footways, new crossing points and improved junction markings and sightlines. Construction works will be undertaken in accordance with good site management practice and control measures will be outlined in a CEMP. The construction and operation of the Proposed Development would be managed within the requirements of health and safety and construction related regulations.	It is considered that with standard protective measures in place the effect of the Proposed Development on major accidents and disasters is not significant.

Climate change	Climate change EPA research predicts that by the middle of this century (2041-2060): ■ temperatures are projected to increase; ■ warming will be enhanced at the extremes (i.e. hot days and cold nights); ■ substantial decreases of approximately 50% are projected in the number of frost and ice days; ■ summer heatwave events are expected to occur more frequently, with the largest increases in the south; ■ precipitation will become more variable, with drier summers and more rain in the winter; ■ reduced snowfall; ■ the energy content of the 120m (a typical wind turbine height) wind is projected to decrease for all seasons; ■ the length of the growing season is projected to increase; and ■ substantial changes in storm tracks, increases in mean sea level pressure, surface evapotranspiration, specific humidity and cooling demand, along with decreases in 10m wind speed, heating demand and solar energy resources are also projected by mid-century.	The Proposed Development currently has limited areas of grassland and trees, however, the design retains the existing vegetation and trees and includes increased areas of grassland verges, tree planting and ornamental planting which will increase the natural drainage on the Site. Included in the Proposed Development is also 'rain gardens'. Rain gardens help to manage rainwater runoff on hard surfaces after heavy downpours. The Site has the potential to be more climate resilient as a result of the Proposed Development compared to the existing conditions. In addition, including new dedicated cycle lanes and improving active travel routes could encourage people to choose more sustainable transport methods.	It is considered that the effect of the Proposed Development on climate change is not significant.
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Chapter 4 Conclusion

Conclusion of EIA Screening

4.1 The Proposed Development in Roscommon Town has been reviewed in the context of the EIA screening criteria as set out in the Planning Regulations . These criteria include:

- The characteristics of the Proposed Development (including scale, demolition, use of natural resources, waste production, pollution and risk of major accidents);
- The location of the Proposed Development (including environmental sensitivity and absorption capacity); and
- The type and characteristics of potential impacts (including the size of the area affected, the scale of the impact, how likely the impact is to occur and the duration of any impact).

4.2 From the assessment undertaken and presented herein, it is considered that given the scale and nature of the Proposed Development that there will be no significant effects on the environment and that EIA is not required.

Appendix A

Site Location Plan



Notes
Do not scale from this drawing.
All dimensions are drawn in millimetres.
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C	23.09.22	Redline boundary updated		CC	TJ
B	22.09.22	Redline boundary updated		CC	TJ
A	24.06.22	Redline boundary updated		CC	TJ
Iss	Date	Description		Dm	Chk



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Project
Roscommon Public Realm Enhancement & Cycleways Projects

Client
Roscommon County Council

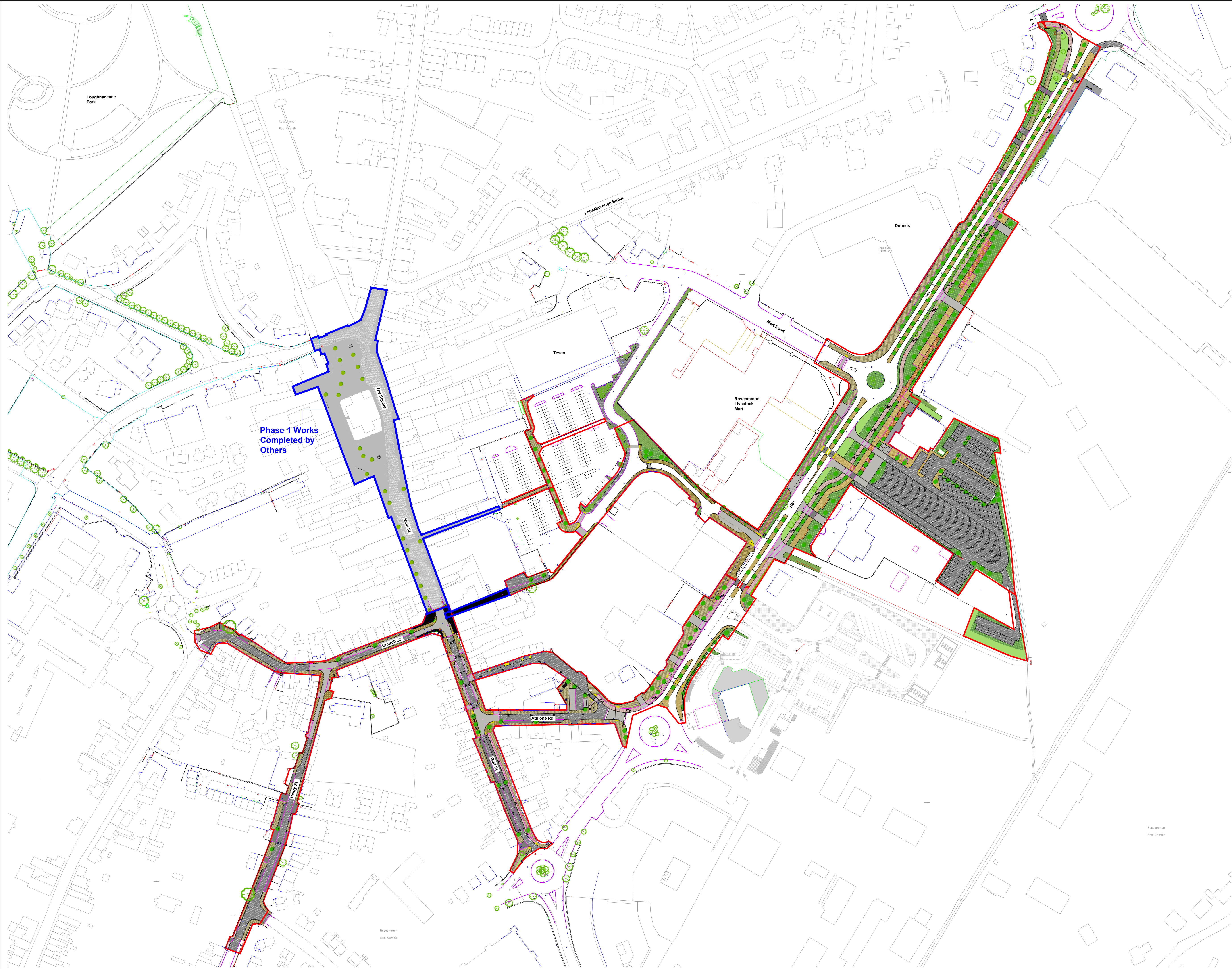
Scale @A1 NTS	Status For Comment
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Drawing Title
Site Location

Job Nr 11395	Drawing Nr 10726_LD_LOC_001	Issue C
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Appendix B

General Arrangement Plan



Notes
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Proposed upstanding Kerb

Proposed flush kerb

Asphalt surfacing

Natural stone paving

Concrete paving

Natural stone sett paving

Cycleway surfacing

Cycleway sett surfacing

Insitu concrete surfacing

Concrete sett surfacing

Concrete plank surfacing with exposed aggregate surfacing

Poured concrete surfacing

Existing sett surfacing retained

Proposed tactile paving

Existing Lighting Column Location

Proposed ornamental planting

Proposed hedge planting

Grass verge surfacing

Proposed tree planting

Existing tree planting retained

Existing planting retained

Existing grass retained

Existing kerbline retained

Site Boundary

02	23.09.22	Redline boundary updated	CC	TJ	
01	22.09.22	Redline boundary updated	CC	TJ	
Iss	Date	Description	DM	CHK	

1

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Project

Roscommon Public Realm Enhancement & Cycleways Projects

Client

Roscommon County Council

Scale @A1

NTS

Status

For Comment

Drawing Title

Public Realm Proposals Masterplan

Job Nr

11395

Drawing Nr

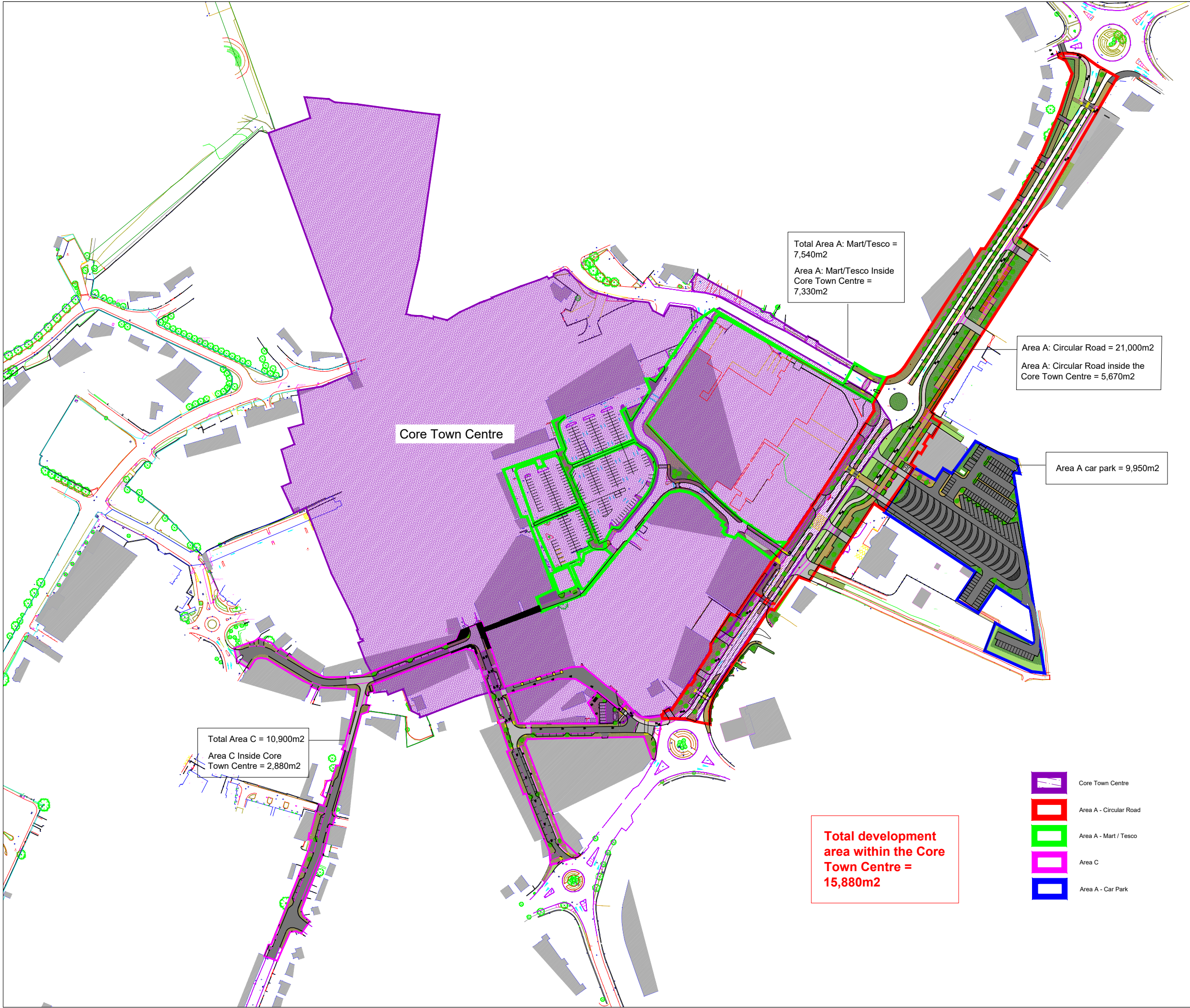
10726_LD_MP_001

Issue

02

Appendix C

Public Realm Area Calculations Plan



Total Area A: Mart/Tesco = 7,540m²
Area A: Mart/Tesco Inside Core Town Centre = 7,330m²

Area A: Circular Road = 21,000m²
Area A: Circular Road inside the Core Town Centre = 5,670m²

Area A car park = 9,950m²

Core Town Centre

Total Area C = 10,900m²
Area C Inside Core Town Centre = 2,880m²

Total development area within the Core Town Centre = 15,880m²

- Core Town Centre
- Area A - Circular Road
- Area A - Mart / Tesco
- Area C
- Area A - Car Park

- Proposed upstanding Kerb
- Proposed flush kerb
- Asphalt surfacing
- Natural stone paving
- Concrete paving
- Natural stone sett paving
- Cycleway surfacing
- Cycleway sett surfacing
- In situ concrete surfacing
- Concrete sett surfacing
- Concrete plank surfacing with exposed aggregate surfacing
- Poured concrete surfacing
- Existing sett surfacing retained
- Proposed tactile paving
- Existing Lighting Column Location
- Proposed ornamental planting
- Proposed hedge planting
- Grass verge surfacing
- Proposed tree planting
- Existing tree planting retained
- Existing planting retained
- Existing grass retained
- Existing kerbline retained

P03	23.09.22	Forth Issue	CC	TJ	TJ
P03	20.09.22	Third Issue	CC	TJ	TJ
P02	14.09.22	Second Issue	CC	TJ	TJ
P01	25.02.22	First Issue	CC	TJ	TJ

Iss	Date	Description	Dm	Chk	App
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Do not scale from this drawing
All dimensions are to be verified on site
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Project
Roscommon Public Realm
Public Realm Enhancements

Client
Roscommon County Council

LUC Job Nr Scale @A3 Status
11395 NTS For Information

Drawing Title
Public Realm Area Calculations

Drawing Nr	Issue
11395_LD_PLN_800_000	04