

# PART 8

## EIA SCREENING PROCEDURE

Planning & Development Regulations 2001 (as amended) – Part 10

PA ref.: P8 / .....\*  
(\*to be completed and attached to file on date of display)

Date of Display: ..... / ..... / 20.....\*

**Proposing Department:** Transportation  
**Responsible Officer:** Ricky Nolan  
**Case Officer:** Philip Maguire  
**Proposed Development:** N52 Grange to Clontail road realignment scheme  
**Site Location:** Encompassing lands in the townlands of Grange, Castletown, Stephenstown, Fringestown, Mitchelstown and Clontail, Co. Meath

1. (a) Is the development of a type set out in Part 1 of Schedule 5:

Yes  No

(b) If 'Yes', specify which Class and notify Responsible Officer of requirement to proceed to Article 117 scoping and/or Section 175 application to An Bord Pleanála, as necessary:

N/a

2. (a) Is the development of a type set out in Part 2 of Schedule 5:

Yes  No

(b) If 'Yes', specify which Class and notify Responsible Officer of requirement to proceed to Article 117 scoping and/or Section 175 application to An Bord Pleanála, as necessary:

N/a

3. (a) Is the development of a type set out in Part 2 of Schedule 5 which does not exceed a quantity, area or other limit specified in respect to the relevant class:

Yes  No

(b) If 'Yes', specify which Class and proceed to Question 4:

But is a sub-threshold EIA development for the purposes of Section 50(1)(a)(iv) of the Roads Act 1993 (as amended)/Article 8(a) of the Roads Regulations 1994 (as amended) i.e. realignment of an existing road less than four lanes and less than 8km in length.

## Sub-threshold Development – Preliminary Examination (Step 1)

### 4. Provide a preliminary examination of the proposed development in accordance with Article 120(1)(a) referencing its nature, size and location:

- 4.8km road realignment scheme covering c. 29ha.
- The Type 2 single-carriageway route includes:
  - 0.7km of online and 4.1km of offline sections;
  - 3 no. mainline junctions; 1 no. roundabout and 2 no. staggered cross-roads;
  - realignment of 5 no. side roads; R162, L3406, L34013, L5600 and L74102;
  - construction of 6 no. of structures: 2 no. underpasses and 4 no. culverts; and;
  - demolition of 2 no. properties (1 no. house and 1 no. commercial property - partial).
- Scheme will remove a c. 5.4km sub-standard section of the existing N52.
- Route incorporates shared pedestrian/cycle path to one side of carriageway.

### Preliminary Conclusion

- there is no real likelihood of significant effects on the environment arising from the proposed development, and an EIA is not required [Article 120(1)(b)(i)]
- there is significant and realistic doubt in regard to the likelihood of significant effects on the environment arising from the proposed development and the information specified in Schedule 7A is required for the purposes of a screening determination [Article 120(1)(b)(ii) – proceed to Q. 5] <sup>1</sup>
- there is a real likelihood of significant effects on the environment arising from the proposed development and an EIAR is required in respect of the development [Article 120(1)(b)(iii)] <sup>2</sup>

### *Specify reason(s)*

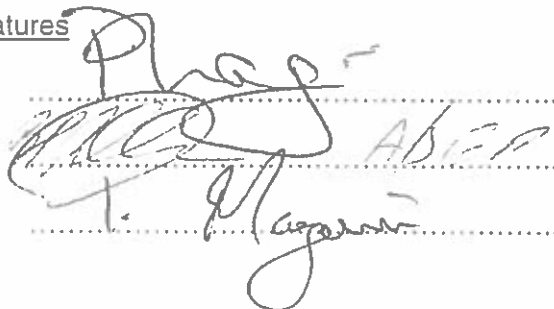
Through preliminary examination of the proposal and discussion with various internal sections / departments, it is the opinion of the Planning Authority that there is doubt in regard to the likelihood of significant effects on the environment arising from the proposal. Further examination of the information relating to Schedule 7A and Schedule 7 as set out in the supporting documentation is therefore required.

### Signatures

1.

2.

3.



### Dated

25/09/2020

24/08/2020

28/09/2020

<sup>1</sup> Notify Responsible Officer of requirement to provide Schedule 7A information.

<sup>2</sup> Notify Responsible Officer of requirement to provide an EIAR and proceed to Article 117 scoping and/or Section 175 application to An Bord Pleanála.

## Sub-threshold Development – Screening Determination (Step 2)

5. Provide a screening determination of the proposed development in accordance with Article 120(1B) with reference to the criteria listed in Schedule 7 and the information submitted pursuant to Schedule 7A, where applicable:

See attached determination sheet

### Screening Determination

- there is no real likelihood of significant effects on the environment arising from the proposed development and an EIA is not required [Article 120(1B)(i)]
- there is a real likelihood of significant effects on the environment arising from the proposed development and an EIAR is required in respect of the development [Article 120(1B)(ii)]<sup>3</sup>


### Specify reason(s)


The applicant has prepared *inter alia* the following in respect of the proposal:

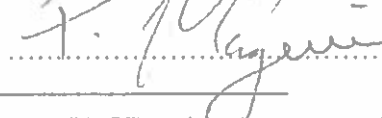
- EIA Screening Assessment (Atkins, 26/02/20);
- Environmental Report (Atkins, 26/02/20);
- Appropriate Assessment Screening Report (Atkins, 26/02/20);
- Outline Construction & Demolition Waste Management Plan (Atkins, 26/02/20).

Through screening of the proposal and discussion with various internal sections / departments it is the opinion of the Planning Authority that the environmental impacts of the project are thought not to be significant and an Environmental Impact Assessment Report (EIAR) under current EIA legislation is not required in this instance. Cumulative impacts with other road infrastructure developments in the area are thought not to be significant.

### Signatures

1.   
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2.   
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3.   
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### Dated

25, 09, 2020  
25, 09, 2020  
28, 09, 2020

<sup>3</sup> Notify Responsible Officer of requirement to provide an EIAR and proceed to Article 117 scoping and/or Section 175 application to An Bord Pleanála.

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## Sub-threshold Development – Screening Determination Sheet

### 1. Characteristics of Proposed Development

The characteristics of development must be considered having regard, in particular, to:

<b>(a)</b>	<b>the size and design of the whole of the proposed development:</b>	4.8km road realignment scheme covering c. 29ha of un-zoned and un-serviced lands consisting of a Type 2 single-carriageway and including shared pedestrian/cycle path, 1 no. roundabout, 2 no. staggered cross-roads, realignment of 5 no. side roads, construction of 2 no. underpasses and 4 no. culverts, demolition of 1 no. house and part-demolition of 1 no. commercial property. It is thought that the impacts will only be experienced in the immediate vicinity, with impacts diminishing the further you get from the development. It is thought that the size and scale of the development will not have significant detrimental impact on the environment. Any mitigation can be dealt with under the normal road construction practice.
<b>(b)</b>	<b>cumulation with other existing development and/or development the subject of a consent for proposed development for the purposes of section 172(1A)(b) of the Act and/or development the subject of any development consent for the purposes of the Environmental Impact Assessment Directive by or under any other enactment:</b>	The cumulative environmental impacts with other development are thought not to be significant. No major development projects, existing or consented and extant, and subject of EIA or otherwise have been identified in proximity to the proposed development.
<b>(c)</b>	<b>the nature of any associated demolition works:</b>	Proposal includes the demolition of 1 no. house and the part-demolition of 1 no. commercial property in accordance with best practice and in line with other statutory codes as per Outline C&D WMP. Impacts not thought to be significant.
<b>(d)</b>	<b>the use of natural resources, in particular land, soil, water and biodiversity:</b>	Natural resources in the area are required to facilitate the development of this scheme during construction phases. The scheme will be constructed predominantly on agricultural land, with a portion of the scheme located along the existing N52. Due to the nature, scale and location of the

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		proposed scheme other than standard construction materials, the proposed development (during both construction and operational phases) will not have a significant impact on natural resources.
(e)	<b>the production of waste:</b>	Production of wastes limited mainly to demolition works as outlined in Outline C&D WMP.
(f)	<b>pollution and nuisances:</b>	There will be minimal impact on the Headstown stream, Stephenstown stream and the 2 no. unnamed streams due to the limited nature of works proposed to be carried out at to these watercourse crossings. The Contractor will also be obliged to prepare a project specific Construction & Environmental Management Plan (CEMP) prior to commencement of the proposed development, which will include specific mitigation measures to be implemented to fully address any potential surface water impacts and monitoring as necessary. No significant impact from pollution or nuisance is anticipated from the proposed scheme.
(g)	<b>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:</b>	There are 2 no. Seveso (COMAH) establishments within 15km of the proposed scheme. Due to the nature and scale of the works and control procedures to be implemented it is considered therefore, that the likely impact from accidents and /or disasters is not significant.
(h)	<b>the risks to human health (for example, due to water contamination or air pollution):</b>	Given the location, nature and scale of the proposed development, the overall risk of adverse impacts to human health are low. Noise and airborne nuisances such as dust will be addressed through best practice measures during the construction phase. No reported public drinking water supplies within a 2km radius of the scheme and private wells within 150m of the scheme to be surveyed pre-construction with protective measures to be put in place for vulnerable groundwater supplies for construction and operational phases.

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## 2. Location of Proposed Development

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

(a)	<b>the existing and approved land use:</b>	The scheme will be located in a rural area on unzoned agricultural land and partially along the existing N52 road with low biodiversity value. Existing field hedges, where possible, will be protected.
(b)	<b>the relative abundance, availability, quality and regenerative capacity of natural resources (including soil, land, water and biodiversity) in the area and its underground:</b>	It is thought natural resources will not be detrimentally impacted.
(c)	<b>the absorption capacity of the natural environment, paying particular attention to the following areas:</b>	
	<b>(i) wetlands, riparian areas, river mouths:</b>	The proposed scheme is located primarily along agricultural land and the existing N52 road. No significant impacts on wetlands or riparian areas are anticipated.
	<b>(ii) coastal zones and the marine environment:</b>	The proposed development is located c. 27km west of the Irish Sea. The proposal is not located in and will not have a detrimental impact on the environment of this habitat.
	<b>(iii) mountain and forest areas:</b>	There are no mountain or forested areas within 2km of the proposed development. The proposal is not located within and will not have a detrimental impact on the environment of this habitat.
	<b>(iv) nature reserves and parks:</b>	There are no nature reserves or parks within 15km of the scheme. The proposal is not located within and will not have a detrimental impact on the environment of this habitat;
	<b>(v) areas classified or protected under legislation, including Natura 2000 areas designated pursuant to the Habitats Directive and</b>	The proposed scheme does not lie within any Natura 2000 sites. There are 3 no. Natura 2000 sites within 15km of the site. There are 11 no. proposed Natural Heritage Areas (pNHAs) and no Natural Heritage Areas within 15km of the scheme. The closest pNHA is Mentrim Lough (Site Code:

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	<b>the Birds Directive:</b>	IE0001587) located c. 7km northeast of the proposed scheme. There is a Geological Heritage site, a disused quarry called Kilbride quarry (GIS Code: MH021) located c. 1.40km north of the proposed route. The risk from the hydrological link between the proposed scheme and the Dundalk Bay SAC/SPA and pNHA is negated due to the scale and nature of the proposed scheme and fundamentally due to the geographical distance from the scheme to the designated sites. It is considered that the proposed scheme will not give rise to significant effects on Dundalk Bay SAC and Dundalk Bay SPA. There is no anticipated potential for significant impact on areas classified or protected under legislation.
	<b>(vi) areas in which there has already been a failure to meet the environmental quality standards laid down in legislation of the European Union and relevant to the project, or in which it is considered that there is such a failure:</b>	The proposal is not located in such an area and whilst the WFD has identified both the Headstown and Stephenstown streams and the River Dee as being 'At risk' of not meeting relevant WFD objectives, due to the scale and nature of the works the proposed development is not anticipated to have a significant impact on surface water quality subject to normal road construction practices and in line with the CEMP. No significant impacts are anticipated to air quality during the operational phase.
	<b>(vii) densely populated areas:</b>	The development will be constructed through agricultural land and partially along the existing N52. There are some residential properties adjacent to the proposed scheme. The proposed scheme is located partly within the Castletown ED. The population of this area in 2016 was 995 (CSO). Due to the nature and scale of the project is anticipated that there will be no significant impact on densely populated areas.
	<b>(viii) landscapes of historical, cultural or archaeological significance:</b>	There are no Sites and Monuments Records (SMR) directly impacted by the scheme. There are 6 no. recorded SMR features within the immediate vicinity of the scheme but it is not anticipated that there will be a significant impact on these sites based on ground surveys already completed and mitigation measures identified on the Cultural Heritage Impact Assessment Report (Moore Group 2019). No architectural features within vicinity of the proposed scheme have been identified which could be impacted by the proposed scheme and the Conservation Officer has confirmed that Stephenstown House (RPS ref. MH012-110) and other building/structures (RPS refs. MH012-103 and MH012-108) are sufficiently separated.

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### 3. Types and Characteristics of Potential Impacts

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

(a)	<b>the magnitude and spatial extent of the impact (for example, geographical area and size of the population likely to be affected):</b>	The spatial extent of potential impacts is limited to the footprint of the proposed scheme. Based on the location, current site setting, and the nature of the proposed project, any potential impacts (during the construction and operational phases) are not likely to be significant in magnitude.
(b)	<b>the nature of the impact:</b>	There will be no significant impact on the receiving environment arising from the proposed development (during the construction or operational phases).
(c)	<b>the transboundary nature of the impact:</b>	It is not considered there will be any transboundary impacts. The site is located at least 30kms from the border with Northern Ireland.
(d)	<b>the intensity and complexity of the impact:</b>	The proposal may be likely to have an environmental impact. However, this is not considered to be significant in terms of its range or complexity, therefore it does not merit an EIAR. The issues arising will be dealt with through the normal Part 8 decision making process.
(e)	<b>the probability of the impact:</b>	<p>Relevant internal sections/departments have indicated that the impact will not be significant during the pre-app process, accordingly the probability of such impact is small and controllable through the use of suitable conditions where necessary. It is specifically noted that:</p> <ul style="list-style-type: none"> <li>• the receiving environment is not considered to be at risk of significant impact due to the nature and scale of the proposed project.</li> <li>• the Contractor will be obliged to implement standard best practice procedures prior to commencement of the proposed development including all environmental control measures for the onsite management of any pollution / nuisance issues which could arise during the construction phase.</li> <li>• the Contractor will be obliged to prepare a project specific CEMP prior to commencement</li> </ul>

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		of the proposed development which will clearly set out all environmental control measures for the onsite management of any pollution / nuisance issues which could arise during the construction phase.
(f)	<b>the expected onset, duration, frequency and reversibility of the impact:</b>	The probability of impacts on the receiving environment is considered to be low, as previously outlined. Therefore, there shall be no requirement for the reversibility of the impacts caused by this development (during the construction or operational phases).
(g)	<b>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:</b>	As previously detailed no significant cumulative impacts associated with the project (during the construction or operational phases) have been identified, arising from other existing and/or approved projects. Visually the proposal will be integrated into the existing setting.
(h)	<b>the possibility of effectively reducing the impact:</b>	Significant effects on the receiving environment are not anticipated as a result of the provision of the proposed development (during the construction or operational phases). A project specific CEMP will be prepared by the appointed Contractor prior to the works commencing which will clearly set out all environmental control measures for the onsite management of any pollution / nuisance issues which could arise during the construction phase.

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