

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 Department
Responsible Officer: Cormac Ross
Case Officer: Gerard Kellett
Proposed Development: N51 Park & Ride Bus Facility
Site Location: Moathill, Navan, Co. Meath

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

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:

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 of development:

Yes

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

Class 10(b)(ii) i.e. car park
Class 10(b)(iv) i.e. urban development

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:

- The proposed N51 Park & Ride Bus Facility is located on and adjacent to the N51 Athboy Road which is a two-way single carriageway located c. 0.5km to the west of Navan Town Centre.
- The project will provide 4 Bus Stops on the eastern side of the N51 Adjacent to St. Patrick's Classical School and 181 parking spaces including 6 disabled spaces and 18 spaces for parking and charging Electric Vehicles within the greenfield site located immediately to the east of the public road.
- The parking area will be accessed directly from the N51 using a new vehicular access at the southern end of the proposed site. The proposed development will provide public lighting, electric charging points for Electric Vehicles, bus shelters and associated footways/cycleways, drainage and boundary fencing.

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] ¹
- 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)] ²

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 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.

In addition, an EIA screening report had been prepared by Doherty Environmental Consultants Ltd.

Part 8 Notices to indicate conclusion in accordance with Article 120(1)(b)(i).

¹ Notify Responsible Officer of requirement to provide Schedule 7A information.

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

Signatures

Dated

1. Gerard Kellett

16 / 10 / 2020

2. 

16 / 10 / 2020

3. T. P. Maguire

16 / 10 / 20

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)]³

Specify reason(s)

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

- EIA Screening Assessment (Doherty Environmental Consultants Ltd 2020);
- Appropriate Assessment Screening Report (Doherty Environmental Consultants Ltd May 2020);

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. Gerard Kellett

2. [Signature]

3. [Signature]

Dated

16.10.2020

16.10.2020

16.10.20.....

³ 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:

(a)	<p>the size and design of the whole of the proposed development:</p>	<p>The proposed park and ride facility will consist of the following:</p> <ul style="list-style-type: none"> - A new offline bus bay along the southbound lane of the N51 capable of accommodating up to 4 large coaches. - Two new bus shelters and a new bus stand area. - A new car parking area capable of accommodating a total of 181 car parking spaces, including 4 no. mobility impaired parking spaces and 18 no. e-car charging spaces - An area of approximately 1.2ha
(b)	<p>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:</p>	<p>A search of the My Plan online planning applications website was completed to identify any other projects in the vicinity of the proposed park and ride, with which this proposal could combine to result in cumulative negative impacts to the River Boyne and River Blackwater SAC and SPA.</p> <p>Two recent projects have been identified (Planning References NA151301 and NA181543). Both projects are located opposite the proposed project on the west side of the N51. Both projects which are currently under construction, were subject to Screening for EIA during the assessment of the planning application by Meath County Council. The both screenings concluded that neither project had the potential, alone or in-combination with other projects, to result in negative impacts to the environment. Given the findings of these screening assessments and that the construction phase of the infrastructure for the other projects are near completion and will not overlap with the construction phase of the proposed park and ride, there will be no potential for the proposed project to combine with these other projects to result in cumulative negative impacts to the River Boyne and River Blackwater SAC and SPA.</p>

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(c)	the nature of any associated demolition works:	With the exception of the removal of an existing fenceline and the removal of existing road/footway surface and kerbing within the existing N51 roadway during construction, there are no demolition works required as part of the project. The activities associated with the removal of the existing footpath and fenceline will be small in scale and will not have the potential to result in significant negative impacts to the environment. In addition, best practice measures and
(d)	the use of natural resources, in particular land, soil, water and biodiversity:	<p>Construction related activities will be largely restricted to the footprint of the project site. Soil that will be excavated within the project site will be reused for landscaping and filling. Where surplus soil material is generated, where possible, it will be reclassified as a by-product and exported to another site for re-use. Alternatively, where reuse is not possible the material shall be disposed of to a suitably licenced facility.</p> <p>Water required for the construction phase of the project will be taken from the existing public water supply.</p> <p>The biodiversity value of the project site has been evaluated during a survey of the site on the 21st January 2020. The project site is not subject to any statutory nature conservation designations such as SAC, SPA, NHA, pNHA. The River Boyne to the north of the project site is designated as the River Boyne and River Blackwater SAC and SPA. A section of the River Boyne and its riparian corridor approximately 5km to the east of the project site is also designated as an NHA. The boundary of this NHA is contiguous with the boundary of the River Boyne and River Blackwater SAC and SPA. No protected Annex I habitats occur within or adjacent to the project footprint. No evidence of the presence of breeding sites for protected fauna such as badger was identified within the project site during a field survey completed on the 21st January 2020. The grassland habitats occurring within the footprint of the project site are assessed to be of low ecological (Low Local Value – Rating E) as per the TII Ecological Site Evaluation Scheme. The scrub habitat occurring to the east of the project site is assessed as being of low local to high local value (Rating E to D). The scrub habitat forms the eastern boundary of the project site and this habitat will be</p>

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		<p>largely retained and enhanced by the provision of a landscaping plan that will accompany the project. The loss of grassland to the footprint of the project will not represent a significant negative impact to the environment.</p> <p>Natural resources in the form of hydrocarbons will be required for energy and electricity during the construction phase of the project. Other building raw materials will be required during the construction phase. However, the natural resources required will be typical of those required for the development and their provision will not have the potential to result in significant negative effects.</p>
(e)	<p>the production of waste:</p>	<p>For the proposed road realignment works, bus bay construction works and footway/cycleway construction works, the construction phase will require the removal of existing bituminous paving materials, concrete kerblines and in-situ concrete footways. This material will be required to be removed off-site to an authorised recycling or disposal facility. All waste is to be disposed of at an authorised waste facility.</p> <p>Solid inert waste in the form of soil and stone along with other waste such as plastic wrapping and wood pallets will be produced during construction. Materials will be only ordered as required. Any wastes from the construction process will either be reused within the scheme, or recycled/disposed of at an authorised waste facility. The Contractor will be required to prepare a Construction and Demolition Waste Management Plan. Any waste produced as part of the Project will be dealt with in accordance with relevant waste management legislation and guidance and where possible materials shall be recovered for reuse or recycling.</p> <p>The operational phase is not anticipated to generate large volumes of waste. Normal Municipal waste may be generated by members of the public utilising the facility. This shall be collected in municipal bins and disposed of as part of the municipal waste collection and disposal.</p>

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(f)	pollution and nuisances:	<p>The proposed N51 Park and Ride Bus Facility is located circa. 260 metres from the southern edge of the River Boyne and River Blackwater Special Area of Conservation (SAC) at the closest location to the project footprint. The main channel of the River Boyne is located approximately 290m from this location.</p> <p>During construction, polluting material has the potential to contaminate surface water runoff generated within the project site. However, given the absence of any surface water hydrological pathway between the project site and the River Boyne there will be no potential for such runoff to drain from the project site and discharge to the River Boyne. All surface water generated within the project site will be discharged to ground. Water discharging to ground will percolate through the subsoil layers where it will receive natural attenuation and assimilation prior to discharging to any groundwater base flows. This will ensure that any surface water generated within the project site will not have the potential to result in contamination of groundwater base flows.</p> <p>In addition to the above, standard practices that will aim to eliminate/minimise the potential for the generation of contaminated surface water runoff at the project site.</p> <p>Other potential sources of pollution and nuisance as a result of the project include the generation of noise and vibration during the construction phase and operation phase; the generation of aerial emissions such as dust during the construction phase; and the generation of aerial emissions such as exhaust emissions during the operation phase.</p>
(g)	the risk of major accidents, and/or disasters which are relevant to the project concerned, including those caused by climate change, in accordance with scientific knowledge:	<p>There is 1 no. Seveso (COMAH) establishment (Boliden Tara Mines) to the west of the proposed scheme.</p> <p>Provided that all measures to be outlined in the CEMP, which will be based on best practice mitigation measures, for the project are implemented and that all associated building and environmental regulations are adhered to it is predicted that the project will not have the potential to result in a major accident or disaster.</p>

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(h)	the risks to human health (for example, due to water contamination or air pollution):	Given the location, nature and scale of the proposed development, the overall risk of adverse impacts to human health are considered low. Noise and airborne nuisances such as dust will be addressed through best practice measures during the construction phase.
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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)	the existing and approved land use:	<p>The project site is located within an area otherwise dominated by urban land use.</p> <p>The proposed development is in line with approved zoning land use for the project site. The existing land use of the field is a greenfield site and it is zoned as Community Infrastructure (zoning Objective G1) under the Navan Development Plan 2009 to 2015 and the draft Meath County Development Plan 2020 to 2026 with circa. 10% of the proposed site zoned as High Amenity (Zoning Objective H1).</p>
(b)	the relative abundance, availability, quality and regenerative capacity of natural resources (including soil, land, water and biodiversity) in the area and its underground:	<p>The project site is currently representative of a part existing road and part greenfield site. The greenfield land cover within the project site is not sensitive in terms of natural resources.</p> <p>The overall design of the project has included a design that aims to blend the development into the existing urban fabric surrounding the project site.</p> <p>The proposed development will result in the loss of a small area of greenfield land and once established there will be no potential for the regeneration of biodiversity within the footprint of the site. However, given that the current ecological and biodiversity value of the site is low the loss of this area of greenfield land will not result in a significant negative impact to the environment. The project will be designed with permeable surfacing that will allow for the continued drainage of water to ground and the regeneration of the local groundwater body.</p>
(c)	the absorption capacity of the natural environment, paying particular attention to the following areas:	<p>The potential for the proposed development to significantly affect the absorption capacity of the environment, with respect to the parameters listed in Column 1 opposite are outlined below.</p>
	(i) wetlands, riparian areas, river mouths:	<p>no works are proposed that will affect wetlands, riparian areas or river mouths.</p>
	(ii) coastal zones and the marine environment:	<p>not applicable, the project is located at a remote distance from the coastal zone.</p>

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	(iii) mountain and forest areas:	not applicable, the project is located at a remote distance from mountainous and forested areas.
	(iv) nature reserves and parks:	not applicable, the project is located at a remote distance from any nature reserves and parks.
	(v) areas classified or protected under legislation, including Natura 2000 areas designated pursuant to the Habitats Directive and the Birds Directive:	<p>The Screening Report for Appropriate Assessment that accompanies the proposed development application has assessed the likely significant effects of the proposal on the conservation objectives of European Sites within a 15km buffer of the development and has concluded in a finding of no likely significant effects.</p> <p>In addition, no NHAs or pNHAs are located in the vicinity of the project site. Where such sites do occur in the wider area surrounding the project site, they overlap with the boundaries of the River Boyne and River Blackwater SAC and as such the findings of the Screening Report for Appropriate Assessment are applicable to the projects potential or otherwise to interact with these nationally designed conservation areas. and there will be no potential for the project to interact with such areas.</p>
	(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:	<p>Surface water quality along the River Boyne to the north of the project site is less than favourable, being identified at poor and moderate status at monitoring stations along the section of the river flowing through Navan. The project site is not connected to this watercourse and will not have the potential to undermine the status of this watercourse.</p> <p>The majority of the project site is located in an area not susceptible to elevated noise levels. Elevated daytime and night time noise levels occur along the R147 to the north of the project site.</p> <p>Air quality at the project site has been recorded as good in early April 2020.</p> <p>The Groundwater Body in the surrounding area has been assigned Good status.</p>
	(vii) densely populated areas:	The subject lands are located within the environs of Navan town. The surrounding area is representative of a densely populated area and the provision of the park and ride facility will provide enhanced access to public transport for locals in the area and for commuters living outside the town wishing to use

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		<p>public transport, thereby contributing to improved vehicle transport mobility and sustainable modes of movement.</p>
	<p>(viii) landscapes of historical, cultural or archaeological significance:</p>	<p>The footprint of the proposed development is located within an area of known landscape value and sensitivity.</p> <p>The project site is located outside the zone of archaeological potential established around the medieval town of Navan and there are no recorded monuments located within the site.</p> <p>However, the project site is directly adjacent to Navan Mote, an Anglo-Norman motte or earthwork castle which is entered on the Record of Monuments and Places (RMP ME025-023) and the Record of Protected Structures (NT0 25-166 & NIAH 14008044),</p> <p>Archaeological excavations have been undertaken adjacent to the project site in advance of the N51 Navan Inner Relief Road. These uncovered significant archaeological sites including (amongst others) human remains (Excavation Licence 97E0101) and an extensive early medieval enclosed settlement (Excavation Licence 06E0274). Associated archaeological features may extend into the subject site. The proposed development area is therefore identified as a site of high archaeological potential.</p> <p>Archaeological Assessment Report has been prepared by Archer Heritage Planning.</p>

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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)	the magnitude and spatial extent of the impact (for example, geographical area and size of the population likely to be affected):	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)	the nature of the impact:	There will be no significant impact on the receiving environment arising from the proposed development (during the construction or operational phases).
(c)	the transboundary nature of the impact:	It is not considered there will be any transboundary impacts. The site is located at least 42kms from the border with Northern Ireland.
(d)	the intensity and complexity of the impact:	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)	the probability of the impact:	<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.</p> <p>It is specifically noted that:</p> <ul style="list-style-type: none"> • the receiving environment is not considered to be at risk of significant impact due to the nature and scale of the proposed project. • 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. • the Contractor will be obliged to prepare a project specific CEMP prior to commencement of the

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		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)	the expected onset, duration, frequency and reversibility of the impact:	Should a pollution incident occur the onus will fall on the site operator/contractor to address, in line with existing environmental legislation, overseen by the Environment Section or other relevant statutory bodies.
(g)	the cumulation of the impact with the impact of other existing and/or development the subject of a consent for proposed development for the purposes of section 172(1A)(b) of the Act and/or development the subject of any development consent for the purposes of the Environmental Impact Assessment Directive by or under any other enactment:	Visually the proposal will be integrated into the existing setting. Cumulative impacts thought not to be significant.
(h)	the possibility of effectively reducing the impact:	Mechanical and technological advancements and means of working may result in a reduced environmental impact. Conditions will ensure there will be mitigated environmental impacts, where necessary.

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