

## Environmental Impact Assessment Screening Report

---

N63 FARRANYOOGAN ACTIVE TRAVEL SCHEME, LONGFORD

November 2023

Deborah D'Arcy MSc ACIEEM

DARCYECOLOGY@GMAIL.COM

## TABLE OF CONTENTS

<b>1</b>	<b>INTRODUCTION.....</b>	<b>1</b>
1.1	NEED FOR THE PROPOSED SCHEME.....	1
1.2	ABOUT THE AUTHOR .....	1
1.3	SUPPORTING REPORTS .....	2
<b>2</b>	<b>DESCRIPTION OF THE PROPOSED SCHEME .....</b>	<b>2</b>
2.1	SITE LOCATION.....	2
2.2	PROJECT DESCRIPTION.....	3
	2.2.1 South Section: Rural to Urban Transition.....	3
	2.2.2 Middle Section: Segregated Pedestrian and Cycle Facilities .....	4
	2.2.3 Flancare South Section .....	4
	2.2.4 Flancare North Section .....	4
	2.2.5 General Infrastructural Elements .....	5
2.3	SURFACE WATER MANAGEMENT .....	5
2.4	PUBLIC UTILITIES .....	5
2.5	LANDSCAPING .....	5
2.6	ROAD GEOMETRY .....	5
2.7	CONSTRUCTION METHODOLOGY AND PROGRAMME.....	8
2.8	OPERATION PHASE.....	9
<b>3</b>	<b>EIA CONTEXT.....</b>	<b>10</b>
3.1	PLANNING AND DEVELOPMENT ACT/ROAD TRAFFIC .....	10
	3.1.1 Mandatory EIA.....	10
	3.1.2 Sub-Threshold EIA .....	10
3.2	ROAD TRAFFIC ACT, 1994 .....	10
3.3	CONCLUSION .....	11
3.4	SCREENING METHODOLOGY .....	11
	3.4.1 EIA Guidelines.....	11
	3.4.2 Methodology .....	12
	3.4.3 Supporting Assessments .....	12
	3.4.4 Field Survey .....	12
	3.4.5 Difficulties encountered compiling the report.....	13
<b>4</b>	<b>SCREENING EVALUATION .....</b>	<b>14</b>

4.1	CHARACTERISTICS OF THE PROPOSED DEVELOPMENT .....	14
4.2	LOCATION OF THE PROPOSED DEVELOPMENT .....	17
4.3	TYPE AND CHARACTERISTICS OF THE POTENTIAL IMPACTS .....	29
4.4	TRANSBOUNDARY IMPACTS .....	35
4.5	THE INTENSITY AND COMPLEXITY OF THE IMPACT.....	35
4.6	THE PROBABILITY OF THE IMPACT .....	35
4.7	THE EXPECTED ONSET, DURATION, FREQUENCY AND REVERSIBILITY OF THE IMPACT .....	36
4.8	THE CUMULATION OF THE IMPACT WITH THE IMPACT OF OTHER EXISTING AND/OR APPROVED PROJECTS.....	36
4.9	THE POSSIBILITY OF EFFECTIVELY REDUCING THE IMPACT .....	37
<b>5</b>	<b>CONCLUSION .....</b>	<b>38</b>

## LIST OF FIGURES

Figure 2.1	Site Location.....	2
Figure 2.2	Proposed Scheme .....	3
Figure 2.3	Typical Section at 100kph zone/ Ch. 0m to Ch.810m .....	6
Figure 2.4	Typical section at Accesses .....	7
Figure 2.5	Typical layout at Accesses.....	7
Figure 2.6	Typical section N63 East of Flancare Roundabout.....	8
Figure 4.1	CORINE LAND USE .....	23
Figure 4.2	Bedrock Geology .....	24
Figure 4.3	Quaternary Sediments .....	25
Figure 4.4	Surface Waterbodies at WFD Risk Status .....	26
Figure 4.5	Ground Vulnerability.....	27
Figure 4.6	NHAs and pNHAs.....	28

## LIST OF TABLES

Table 2.1	Typical Section at 100kph zone/ Ch. 0m to Ch.810m .....	6
Table 2.2	Typical Section at Accesses .....	6
Table 2.3	Typical Section at Ch. 800m to Ch. 1145m.....	7
Table 2.4	Typical Section at Ch. 800m to Ch. 1145m.....	7
Table 4.1	Summary of WFD Status and Risk 2016-2021.....	18
Table 4.2	Summary of WFD Status and Risk 2016-2021.....	22
Table 4.3	Cumulative impact with the impact of other existing and/or approved projects .....	36

## APPENDICES

### Appendix A General Arrangement Drawings

# 1 INTRODUCTION

Deborah D'Arcy was commissioned by Longford County Council to carry out a Screening for Environmental Impact Assessment (EIA) in relation to the proposed N63 Farranyoogan Active Travel Scheme, on the N63 south of Longford town, hereinafter referred to as the 'Proposed Scheme'.

The purpose of the Screening for EIA Screening is to establish the likely significant effects of the proposed scheme in the environment and advise if an EIA is required. The Screening for EIA is set out as follows:

- Section 1 – Introduction;
- Section 2 – Description of the Proposed schemes;
- Section 3 – EIA Legislative Context and Methodology;
- Section 4 – Screening Evaluation; and
- Section 5 – Conclusions.

The report makes reference to the design plans and reports pertaining to the project and should be read in conjunction with those plans and reports.

## 1.1 NEED FOR THE PROPOSED SCHEME

The existing environment along the N63 National Secondary Route highlights several critical needs:

- Regularising the width of the N63 carriageway and improvement works to the carriageway;
- Construction of pedestrian and cycle facilities;
- Regularising the geometry of the numerous accesses along this section of the N63;
- Improvement of the one-way shuttle system at the Railway Bridge to allow for safer movements by non-motorised road users.
- Infrastructure Consistency: Infrastructure elements along the route vary significantly, necessitating standardization to provide a consistent and safe road environment.

Addressing these needs is crucial for ensuring the safety, accessibility, and functionality of the N63 National Secondary Route while accommodating the transition from rural to urban contexts along its length.

## 1.2 ABOUT THE AUTHOR

Deborah D'Arcy is an Ecologist with an MSc in Ecological Assessment and 10 years ecological consultancy experience and is an Associate Member of the Chartered Institute of Ecology and Environmental Management, the chief professional body for Ecologists in Ireland and as such is bound by their professional code of conduct.

Caoife D'Arcy is an environmental scientist with a BSc in Planning and Environmental Management and 6 years relevant industry and Appropriate Assessment experience and is a member of the Chartered Institute of Ecology and Environmental Management, the chief professional body for Ecology and Environmental Management in Ireland and as such bound by the professional code of conduct.

## 1.3 SUPPORTING REPORTS

The following documents relating to the proposed schemes have informed this screening assessment.

- Preliminary Design Report, prepared by Kilgallon & Partners Consulting Engineers
- General Arrangement and Engineering Drawings, prepared by Kilgallon & Partners Consulting Engineers;
- Screening for Appropriate Assessment (Deborah D’Arcy, October 2023).

## 2 DESCRIPTION OF THE PROPOSED SCHEME

### 2.1 SITE LOCATION

The proposed scheme is located within the confines of the existing N63 road corridor along an approximate 1.8 km section of the N63 in Farranyoogan, from the Canal Crossing southwest of Longford Town to the Railway Bridge, north towards the town centre in County Longford (Coordinate reference: 53°42’35.2’’N; -7°49’14.7’’W/ 611833.9282; 773358.4863). No intrusive site investigations (SI) works were undertaken and there are no further SI works planned. The site location is shown on **Figure 2.1**.



**Figure 2.1 Site Location**

## 2.2 PROJECT DESCRIPTION

The proposed scheme will comprise of pavement improvement works for the active travel scheme of an approximate 1.8 km section of the N63 National Secondary Route, with the primary objective of enhancing safety and accessibility for all road users.

This proposed scheme will comprise four distinct sections, each with characteristics and infrastructure requirements. The overall carriageway width will be reduced where possible (existing hardstanding of 35,505m<sup>2</sup> to finished hardstanding of 33,636 m<sup>2</sup>) to allocate dedicated lanes for pedestrians and cyclists. The proposed scheme is shown in **Figure 2.2**. Further drawings on general arrangement layouts can be found in **Appendix A**.

The principles, approaches and standards set out in the Design Manual for Urban Roads and Streets [DMURS], and also the National Cycle Manual [NCM] will apply to that part of the N63 within a 60km/h speed limit zone (which is the case for most of the Proposed scheme). Transport Infrastructure Ireland (TII) DN-GEO-03031 Road Link Design will apply to the short section of the N63 located in a 100 km/h zone.



**Figure 2.2 Proposed Scheme**

### 2.2.1 South Section: Rural to Urban Transition

The South Section spans c. 190m between the Canal Crossing and the LR1151 Cloonatrim Road, where the road transitions from rural to urban context. The lands on both sides of the N63 are agricultural and the speed limit is 100kph for most part, suggesting a rural context. However, route lighting is present throughout and there is a footway on the east side of the N63, suggesting an urban context. The northbound carriageway is 3.25m wide and has no hard strip. The southbound carriageway is the same width but has a hard shoulder approximately 1.75m wide. Key infrastructural elements proposed include:

- **Shared Surface Facility:** Implementing shared surface facilities on both sides of the carriageway to accommodate pedestrians and cyclists safely while ensuring the road's functionality.
- **Footway Extension:** Extending the footway and lighting beyond the town limits.
- **Crossing Facilities:** Introducing defined crossing facilities for users of the canal towpath and enhancing connectivity to the town.
- **Cycle Facilities:** Considering the addition of cycle facilities to bridge the gap between the Canal Crossing and the town.

### **2.2.2 Middle Section: Segregated Pedestrian and Cycle Facilities**

The Middle Section is c. 0.8km, characterised by a 6.5m wide carriageway within a 50kph zone and numerous accesses to commercial developments. The geometry of the commercial accesses varies but typically have wide mouths that are unsuited to pedestrian or cyclist crossing movements. The overall carriageway width will be reduced where possible to allocate dedicated lanes for pedestrians and cyclists. Infrastructure elements include:

- **Segregated Facilities:** Providing dedicated lanes for pedestrians and cyclists while reducing the carriageway width where possible.
- **Footways:** Ensuring the presence of footways with varying widths on the east side and occasional sections on the west side.
- **Access Improvements:** Addressing the challenges posed by wide-mouthed commercial accesses, making them more pedestrian and cyclist-friendly.
- **Crossing Points:** Establishing safe crossing points for non-motorized road users.

### **2.2.3 Flancare South Section**

This section is c. 0.5km and exhibits changes in geometry compared to the Middle Section, including curved horizontal alignment, no hard shoulders and minimal hard shoulders. Flancare Roundabout is a notable feature, and the section lacks crossing facilities. This section includes Flancare Roundabout and specific infrastructure considerations include:

- **Belisha Crossings:** Introducing Belisha crossings on all approach arms to enhance pedestrian safety.
- **Continuation of Facilities:** Continuing segregated pedestrian and cycle facilities on the west side, ensuring a secure pathway.
- **Shared Surface:** Implementing a shared surface on the east side to accommodate various road users effectively.

### **2.2.4 Flancare North Section**

Similar to the Flancare South Section, this section maintains curved geometry except that a wide hard shoulder adjoins the southbound carriageway and lacks cyclist facilities. The verge adjoining the northbound carriageway is considerably narrower. The one-way shuttle system at the Railway Bridge does not accommodate cyclists. This section is c. 0.3km. Infrastructural elements include:

- **Segregated Facilities:** Extending segregated pedestrian and cycle facilities to both sides of the carriageway.
- **Hard Shoulder:** Maintaining a wide hard shoulder on the southbound carriageway.

- Shared Surface: Providing shared surface facilities on the east side, tying into the footway immediately south of the railway bridge
- Railway Bridge Enhancement: Improving the one-way shuttle system at the Railway Bridge to ensure the safety of non-motorised road users.

### 2.2.5 General Infrastructural Elements

Other infrastructural elements to be included in the proposed scheme comprise the following:

- Tying into the existing drainage, as necessary utilising existing outfalls.
- Diversion of existing services and utilities as necessary to facilitate the works including but not limited to EIR, ESB, gas and water.
- Site and vegetation clearance including grassed verges, roadside vegetation and trees.
- Roadside hazards removed;
- The existing road markings and signage would be removed, and new signage and markings installed, as required;
- Lighting proposals from the town core; and
- Other consequential construction works necessary in order to complete the proposed scheme.

## 2.3 SURFACE WATER MANAGEMENT

The proposed scheme will not require modifications to the current road drainage system. Additionally, the proposed design will reduce the existing hardstanding from 35,505m<sup>2</sup> to 33,636 m<sup>2</sup> or 5.27%. The proposed scheme will not involve a significant increase the amount of hard surface, which could lead to a higher risk of flooding in other areas.

## 2.4 PUBLIC UTILITIES

Part of the works will require diversions to the existing utilities. Eir poles and associated overhead lines will be removed and replaced with underground Eir ducts and cables where sightlines are to be improved and roadside hazards removed.

Underground gas, watermains and ESB poles and lines are to be retained where possible but may need to be diverted if impacted by the proposed scheme.

## 2.5 LANDSCAPING

The proposed design's reduction in hardstand has potential for 1,869m<sup>2</sup> additional vegetation areas along the N63 road corridor. These measures are proposed to offset any vegetation loss along the proposed scheme. These measures would be dependent on sightlines for vehicles.

## 2.6 ROAD GEOMETRY

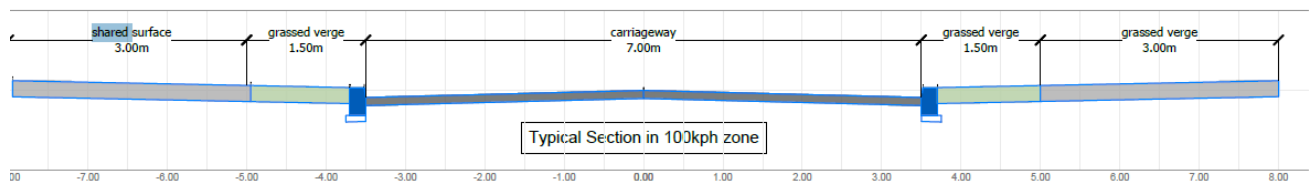
The approximate length of the proposed scheme is 1.8 km, and the average cross section width is 14.75 m. Cross section varies at accesses. The proposed cross sections and its elements at various zones across the proposed scheme are outlined in Table 3-1 to Table 3-4. Cross section layout drawings



are presented in Figure 3-2 to Figure 3-5. Further general arrangement drawings are presented in Appendix A.

**Table 2.1 Typical Section at 100kph zone/ Ch. 0m to Ch.810m**

Cross Section Elements	Southbound	Northbound	Total
Carriageway	3.50	3.50	7.00
Grassed verge	4.50	1.50	6.00
Shared surface	0.00	3.00	3.00
Total Cross section	8.00	8.00	16.00



**Figure 2.3 Typical Section at 100kph zone/ Ch. 0m to Ch.810m**

There are numerous commercial accesses on to the N63. These will continue as priority junctions but with their widths reduced to reduce entry and exist speeds. Cycleways and footways will continue across these accesses at a raised level relative to the carriageway and thus non-motorised road users will have priority when crossing the accesses.

**Table 2.2 Typical Section at Accesses**

Cross Section Elements	Southbound	Northbound	Total
Carriageway	3.50	3.50	7.00
Cycle Track	1.75	1.75	3.50
Footway	2.00	2.00	4.00
Side Road	3.00	3.00	
Total Cross section	10.25	10.25	

Figure 2.4 Typical section at Accesses

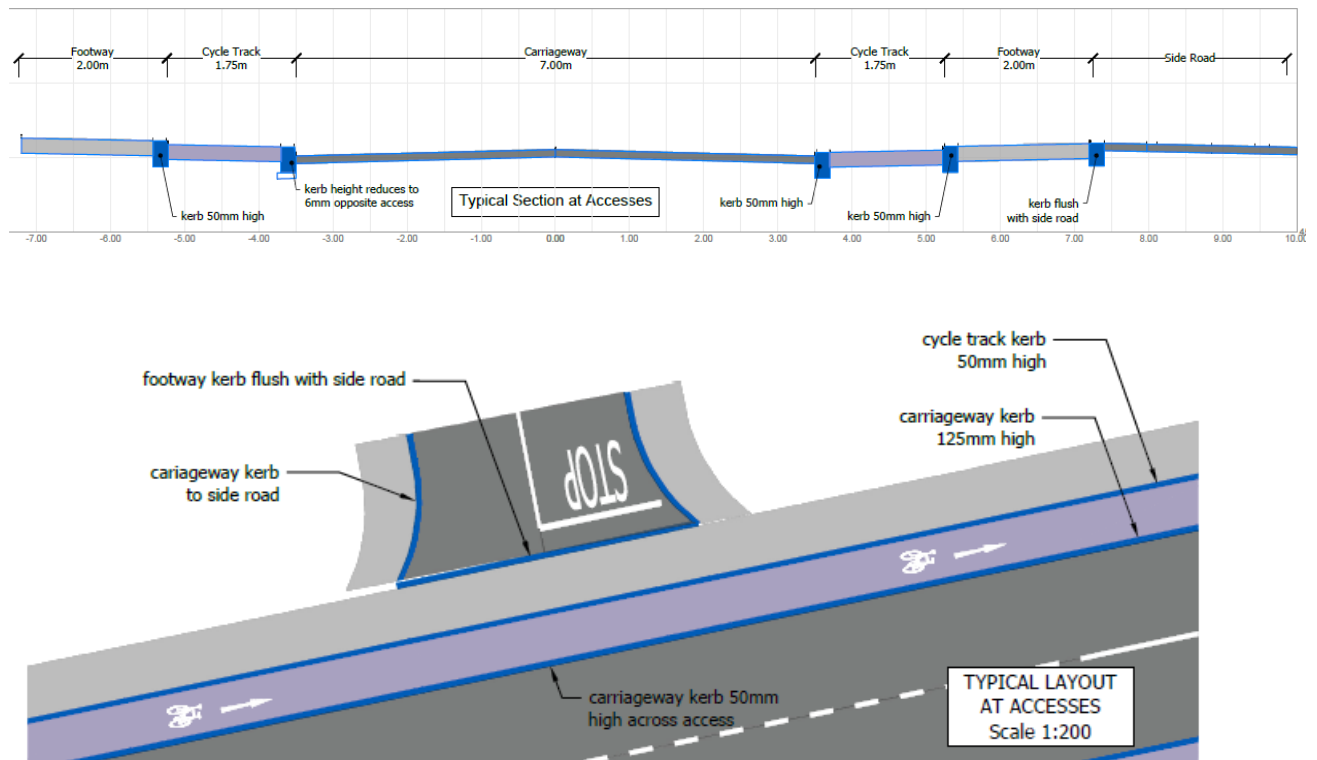


Figure 2.5 Typical layout at Accesses

Table 2.3 Typical Section at Ch. 800m to Ch. 1145m

Cross Section Elements	Southbound	Northbound	Total
Carriageway	3.50	3.50	7.00
Cycle Track	0.00	1.75	1.75
Footway	0.00	2.00	2.00
Shared surface	3.00	0.00	3.00
Total Cross section	6.50	7.25	13.75

Table 2.4 Typical Section at Ch. 800m to Ch. 1145m

Cross Section Elements	Southbound	Northbound	Total
Carriageway	3.50	3.50	7.00
Cycle Track	1.75	1.75	3.50

Cross Section Elements	Southbound	Northbound	Total
Footway	2.00	2.00	4.00
Total Cross section	7.25	7.25	14.50

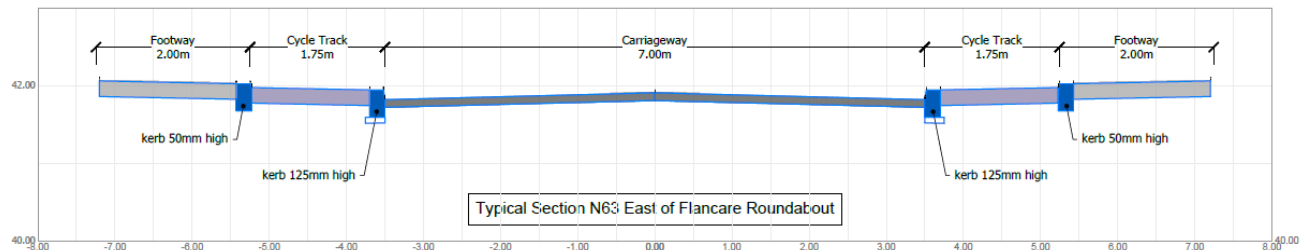


Figure 2.6 Typical section N63 East of Flancare Roundabout

## 2.7 CONSTRUCTION METHODOLOGY AND PROGRAMME

It is expected that the main construction works to the proposed scheme will be carried out in a single phase in 2023. The total construction time accounting for site clearance, excavations, pavement inlay, concreting and finishing in and tying in will take in the order of 3 months.

Prior to commencement of works, the site compound will be set up and traffic management measures will be put in place.

The main phases applicable to the main construction phase of this proposed scheme will include:

- Establishment of the site office and compound;
- Establishment of appropriate traffic control measures to provide adequate separation and protection of work areas from live traffic on the N63;
- Mobilisation of construction plant;
- Site clearance and preparations;
- Excavation of footpath tie ins.

### Temporary Construction Compound

Due to the confined nature of the proposed construction works. One temporary construction compound will be located at xx (Co-ordinate reference). This is subject to landowner agreement. Materials and plant required for works are anticipated to be stored in the compound with a minimum setback distance of 10m from any watercourse or riverbank. All storage areas will be appropriately bunded where required. Fuelling of plant is anticipated to be in a designated fuel storage area within the compound.

### Working Hours

The proposed operating hours for the proposed scheme are as follows:

- 07:00 hrs – 18:00 hrs Monday to Friday;
- 07:00 hrs – 14:00 hrs Saturdays; and
- Site closed on Sundays / Public Holidays.

## **2.8 OPERATION PHASE**

The operational phase will coincide with the end of construction and the commissioning of the proposed scheme. Maintenance will be undertaken as required by Longford County Council Roads Department and would likely include path clearing, gully clear out and landscaping etc. Legislative context for EIA.

### 3 EIA CONTEXT

The European Union's Environmental Impact Assessment (EIA) Directive (Council Directive 85/337/EEC, as amended by Council Directive 97/11/EC, Directive 2003/35/EC, Directive 2009/31/EC, Directive 2011/92/EU as amended by 2014/52/EU) on the assessment of the effects of certain public and private projects on the environment, aims to ensure that projects likely to have significant effects on the environment are subject to a comprehensive assessment of environmental effects prior to development consent. In the context of planning, the EIA Directive is transposed in Ireland through the Planning and Development Act 2000, as amended.

Directive 2014/52/EU is transposed into Irish legislation through the European Union (Planning and Development) (Environmental Impact Assessment) Regulations 2018. Key amendments to of the Directive include a strengthening of the procedures for screening, particularly through the introduction of new information requirements to be provided by the developer (Annex IIA) and revised selection criteria to be used by the competent authority in making a determination (Annex III of Directive).

The following sections outline the current planning and development legislative requirements in Ireland regarding EIA screening.

#### 3.1 PLANNING AND DEVELOPMENT ACT/ROAD TRAFFIC

The legislation relating to the requirement for an EIA for several types of developments is the Planning and Development Act 2000, as amended, and the Planning and Development Regulations 2001-2022, as amended.

##### 3.1.1 Mandatory EIA

Schedule 5 Part 1 of the Planning and Development Regulations sets out a number of classes and scales of development that require EIA. Every project listed in Part 1 must undertake an EIA if the threshold is met or exceeded, or where there are no thresholds set, an Environmental Impact Assessment Report (EIAR) must be submitted to the planning authority as part of the application for consent. The proposed development is not a class of development listed in Part 1 of Schedule 5; accordingly a mandatory EIA is not required.

##### 3.1.2 Sub-Threshold EIA

In examining whether the proposed development is a type that is listed in the Regulations, the scale and nature of the active travel scheme is such that it would not trigger an EIA under the Regulations.

The proposed scheme provides pavement improvement which facilitate the safe use of pedestrians, cyclists and road users on the N63, Longford.

#### 3.2 ROAD TRAFFIC ACT, 1994

The proposed schemes provide for pavement improvement and traffic calming measures which facilitate the safe use of pedestrians on the N63, Co. Longford as defined by section 38(9) Road Traffic Act 1994.

A Road Authority, in this case, Longford County Council, may in the interests of safety and convenience of road users; provide such “traffic calming measures” as they consider desirable; in respect of public roads in their charge. “Traffic calming measures” defined in section 38(9) Road Traffic Act 1994: “measures which—

*a) enhance the provision of public bus services, including measures which restrict or control access to all or part of a public road by mechanically propelled vehicles (whether generally or of a particular class) for the purpose of enhancing public bus services, or*

*b) restrict or control the speed or movement of, or which prevent, restrict or control access to a public road or roads by, mechanically propelled vehicles (whether generally or of a particular class) and measures which facilitate the safe use of public roads by different classes of traffic (including pedestrians and cyclists),*

*and includes for the purposes of the above the provision of traffic signs, road markings, bollards, posts, poles, chicanes, rumble areas, raised, lowered or modified road surfaces, ramps, speed cushions, speed tables or other similar works or devices, islands or central reservations, roundabouts, modified junctions, works to reduce or modify the width of the roadway and landscaping, planting or other similar works.*

### 3.3 CONCLUSION

The proposed scheme is not a type of development listed in Schedule 5 of the Planning and Development Regulations 2001, as amended. Longford County Council, under section 38 of the Road Traffic Act 1994 and the Planning and Development Regulations, in considering local authority own development, must have regard to whether or not such a development is likely to have a significant effect on the environment. While the section 38 procedures under the Road Traffic Act 1994 does not include procedural requirements in respect of EIA and AA screening, a local authority has obligations under other statute to satisfy itself that EIA / AA is not required.

As such, the purpose of this Screening for Environmental Impact Assessment is to assist Longford County Council in determining whether, the proposed scheme is likely to have a significant effect on the environment by addressing the criteria and information set out in Annex III and IIA of the EIA Directive and Schedules 7 and 7A of the Planning and Development Regulations 2001 - 2021, as amended.

### 3.4 SCREENING METHODOLOGY

This Screening for EIA provides an assessment of whether the proposed scheme would or would not be likely to have significant effects on the environment by addressing the criteria and information set out in Annex III and IIA of the EIA Directive and Schedules 7 and 7A of the Planning and Development Regulations 2001 (as amended).

#### 3.4.1 EIA Guidelines

- Guidelines on the information to be contained in Environmental Impact Assessment Reports (EPA, May 2022);
- Environmental Impact Assessment Screening Practice Note (Office of the Planning Regulator, June 2021);

- EIA Guidance for Consent Authorities regarding Sub-Threshold Development (DHLGH, 2020);
- Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment (DHLGH, August 2018);
- Environmental Impact Assessment of Projects, Guidance on Screening (European Commission, 2017);
- Advice Notes on Current Practice (in the preparation of Environmental Impact Statements), (EPA, 2003); and
- Guidance on EIA Screening (European Commission, June 2001).

### 3.4.2 Methodology

Baseline information to inform the screening exercise is drawn primarily from desk studies and supplemented by a site visit undertaken in June 2023. The desk study component of the EIA Screening has drawn information from the following sources:

- Department of Housing, Planning and Local Government EIA Portal (<https://housinggovie.maps.arcgis.com/apps/webappviewer/index.html?id=d7d5a3d48f104ecbb206e7e5f84b71f1>);
- Longford County Development Plan 2021-2027;
- Environmental Protection Agency (EPA) online interactive mapping tools (<https://gis.epa.ie/EPAMaps>) and (<https://www.catchments.ie/maps/>) for water quality data including surface and ground water quality status and river catchment boundaries;
- Geohive online Environmental Sensitivity Mapping tool (<https://airomaps.geohive.ie/ESM>);
- Geological Survey Ireland (GSI) Public Data Viewer (<https://www.gsi.ie/en-ie/Pages/default.aspx>);
- Health Safety Authority (HSA) – List of Notified Seveso Establishments;
- Mapping of European Site boundaries and Conservation Objectives for relevant sites in Longford and beyond, as relevant, available online from the NPWS (<https://www.npws.ie/protected-sites>);
- National Inventory of Architectural Heritage (NIAH);
- National Monument Service – Historic Environment Viewer (Department of Housing, Local Government and Heritage) (<https://www.archaeology.ie/>);
- Ordinate Survey Ireland (OSI), Historical Mapping (<https://osi.maps.arcgis.com>)

### 3.4.3 Supporting Assessments

A Screening for Appropriate Assessment (AA) has been carried out for the proposed scheme. Through an assessment of potential impacts, it was concluded that the proposed schemes 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.

The Appropriate Assessment Screening Report has informed the ecological considerations within this EIA Screening Report.

### 3.4.4 Field Survey

This report was informed by a site walkover survey carried out on the 23rd May 2023. The survey focused on the potential for Annex habitats or species to occur, the presence of other species protected under the Wildlife Act 1976, as amended, as well as the presence of invasive species. Invasive species were noted. The extent and condition of infestation was recorded. The presence of

terrestrial mammals was determined by noting signs of activity, resting spots were noted. Habitats suitability for birds was assessed. Survey limitations were not encountered.

### **3.4.5 Difficulties encountered compiling the report**

Difficulties were not encountered in the compilation of this report. General assumptions have been made during preparation of the report are set out below:

- Relevant information has been obtained from publicly available sources and mapping databases such as the EPA, NPWS, GSI, OPW, etc. It has been assumed that the information is correct and while reasonable care and skill has been applied in review of this data no responsibility can be accepted for inaccuracies in the data supplied.



## 4 SCREENING EVALUATION

In considering local authority own development, Longford County Council, under the Planning and Development Regulations, must have regard to whether the proposed schemes are to have likely 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 Schedule 7 of the Planning and development Regulations 2001, as amended. As such, the proposed scheme is considered under the criterion, as outlined below.

### 4.1 CHARACTERISTICS OF THE PROPOSED DEVELOPMENT

Schedule 7 Criteria	CHARACTERISTICS OF THE PROPOSED DEVELOPMENT
(a) the size and design of the whole of the proposed development,	<p>Details of the footprint and infrastructure upgrades of the proposed scheme are outlined in Section 2 and detailed drawings included in Appendix A. In short, the proposed scheme involves pavement improvements on the N63 to provide improved pavement, pedestrian and cycling facilities and traffic calming measures.</p> <p>A review of collision and Road Safety Ireland (RSI) data along the scheme length has been undertaken, these are included in the accompanying Feasibility and Options Assessment Report, prepared by Kilgallen. A number of road safety issues were identified within the extent of the pavement renewal scheme and the proposed scheme has been designed to address these road safety issues as part of the N63 Farranyoogan pavement improvement scheme. The proposed upgrade works are in compliance with the Design Manual for Urban Roads and Streets (DMURS) and The Treatment of Transition Zones to Towns and Villages on National Roads (TII Publication DN-GEO-03084).</p>
(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,	<p>A review of planning applications within the vicinity of the proposed scheme was undertaken using the Department of Housing, Local Government and Heritage EIA portal and Longford County Council Web portal map. A number of other permitted and proposed projects were identified. These are included in Section 4.8. However, none of these have potential to contribute to significant effects within the meaning of the Directive when considered in combination with the effects of the proposed scheme.</p> <p>The proposed scheme will form part and interact with the wider transport network of Co. Longford. It is subject to ongoing management, monitoring and review by Longford County Council.</p>
(c) the nature of any associated demolition works,	<p>The proposed scheme seeks to avoid demolition in the first instance. The reuse of existing materials preserves the embodied energy expended in the original construction of the dual carriageway, minimises waste and reduces the use of new raw materials in line with circularity objectives of Longford County Development Plan 2021-2027. The proposed scheme involves minimal demolition. Discreet sections of curb may need to be removed or realigned to accommodate the proposed layout. If suitable, clean material will be stored on site within the site compound and potentially reused as fill. If there is no suitable application, this material will be removed offsite for recovery or disposal at an authorised waste facility in line with the Waste</p>

Schedule 7 Criteria	CHARACTERISTICS OF THE PROPOSED DEVELOPMENT
(d) the use of natural resources, in particular land, soil, water and biodiversity,	<p>Management Act 1996. The proposed scheme will therefore not give rise to significant demolition waste or any associated environmental impacts.</p>
	<p>The proposed scheme will require natural resources during the construction phase of the</p> <ul style="list-style-type: none"> <li>Fuel for machinery use and transportation of materials and waste</li> <li>Water for construction activities.</li> <li>Cement</li> <li>Aggregates: fine and coarse aggregates</li> </ul> <p>Exact quantities have not yet been determined; however, it is considered that there will be no significant effects on the environment given the scale and nature of the proposed scheme.</p> <p><b>Land:</b> The proposed scheme is within the previously excavated N63 road corridor within the Longford County Council. Land take is not required outside of the existing road corridor. The impact on land is negligible.</p> <p><b>Soils:</b> The proposed scheme requires minimal excavations. Where excavations are required, these will be within discreet section of the roadside verge which comprises of made ground and subsoil from the original construction of the carriageway. Exact quantities for excavation have not yet been determined but given the scale and nature of the proposed scheme, they are not considered significant. If suitable, clean material will be stored on site within the site compound and potentially reused as fill. If there is no suitable application, this material will be removed offsite for recovery or disposal at an authorised waste facility in line with the Waste Management Act 1996.</p> <p><b>Water:</b> There is unlikely to be the requirement for any substantial water use, other than for standard construction activities and water misting for dust minimisation. Water is to be drawn from the existing water mains connection on the N63. The proposed scheme does not involve any abstraction of groundwater or discharge of untreated wastewater to groundwater. Water is not required for the operation of the proposed scheme.</p> <p>A tributary of the Camlin_060 is diverted under the road at the Flancare Roundabout North Section. The channel is approximately 1-2m wide, slow moving and flows in an east-west direction. The channel has abundant aquatic vegetation such as Reid canary (<i>Phalaris arundinacea</i> L.), Bulls' watercress (<i>Epilobium vulgare</i>). The bankside vegetation provides a natural silt trap. There will be no interference with this stream as it is diverted under the road. Importantly, construction works are not proposed in the vicinity of the stream. The proposed scheme will utilise the existing road drainage. There are no modifications to the drainage proposed.</p> <p><b>Biodiversity:</b> The proposed scheme is not located in or adjacent to any European site or nationally designated area.</p> <p>The proposed scheme is largely within the footprint of the existing N63 road and footpaths (BL3). The edges of the road are characterised by buildings and artificial surfaces (BL3), dry meadows and grassy verges (GS2), treelines (WL2), scrub (WS1), and ornamental shrub (BL3). The height and density of the vegetation varies across the proposed scheme. Further details on the habitat types are included in the Screening for AA, prepared by Deborah D'Arcy Ecology, that accompanies this report.</p> <p>There will be a requirement to remove areas of the roadside verge, vegetation and trees in affected areas to accommodate the proposed scheme. The retaining of other trees in addition to areas identified for biodiversity enhancement will assist in the mitigation of impacts to the local biodiversity, particularly if native and pollinator friendly species are selected, allowed to grow and are suitably managed. The biodiversity enhancement proposal would be dependent on sightlines for vehicles.</p> <p>During a sight walkover survey undertaken in May 2023, a survey for the presence of invasive plant species listed on the Third Schedule of the Birds and Habitats Regulations 2011 was</p>

Schedule 7 Criteria	CHARACTERISTICS OF THE PROPOSED DEVELOPMENT																						
	undertaken. No Third Schedule species were recorded within the works area of the proposed scheme.																						
(e) the production of waste,	<p><b>Construction:</b> The proposed scheme will result in a generation of waste during the construction phase. Waste streams typically generated from construction works are identified in the table below.</p> <p>The control of waste in the construction phase will be through best practice methods for disposal which seeks recovery of waste in the first instance, maximises recycling and outlines waste prevention methods and procedures. In relation to waste management, only approved waste collection permit holders will be contracted for the collection of waste during the construction phase. The waste streams and European Waste Codes (EWC) that are typically identified in the construction phase, are included in the Table below.</p> <table border="1"> <thead> <tr> <th>Waste Stream</th><th>EWC Code</th></tr> </thead> <tbody> <tr> <td>Concrete, bricks, ceramics</td><td>17 01-03 &amp; 07</td></tr> <tr> <td>Wood, glass, and plastics</td><td>17 02 01-03</td></tr> <tr> <td>Treated wood, glass, plastic, containing hazardous substances</td><td>17-02-04*</td></tr> <tr> <td>Bituminous mixtures, coal, tar and tarred products</td><td>17 08 01 &amp; 02</td></tr> <tr> <td>Cardboard</td><td>20 01 01</td></tr> <tr> <td>Mixed C&amp;D waste</td><td>17 09 04</td></tr> <tr> <td>Green waste</td><td>20 02 01</td></tr> <tr> <td>Electrical and electronic components</td><td>20 01 33 34</td></tr> <tr> <td>Liquid fuels</td><td>13 07 01 – 10</td></tr> <tr> <td>Chemicals (solvents, pesticides, paints adhesives etc.)</td><td>20 01 13 19 27-30</td></tr> </tbody> </table> <p><b>Operation:</b> The operation of the proposed scheme does not involve the production of waste.</p>	Waste Stream	EWC Code	Concrete, bricks, ceramics	17 01-03 & 07	Wood, glass, and plastics	17 02 01-03	Treated wood, glass, plastic, containing hazardous substances	17-02-04*	Bituminous mixtures, coal, tar and tarred products	17 08 01 & 02	Cardboard	20 01 01	Mixed C&D waste	17 09 04	Green waste	20 02 01	Electrical and electronic components	20 01 33 34	Liquid fuels	13 07 01 – 10	Chemicals (solvents, pesticides, paints adhesives etc.)	20 01 13 19 27-30
Waste Stream	EWC Code																						
Concrete, bricks, ceramics	17 01-03 & 07																						
Wood, glass, and plastics	17 02 01-03																						
Treated wood, glass, plastic, containing hazardous substances	17-02-04*																						
Bituminous mixtures, coal, tar and tarred products	17 08 01 & 02																						
Cardboard	20 01 01																						
Mixed C&D waste	17 09 04																						
Green waste	20 02 01																						
Electrical and electronic components	20 01 33 34																						
Liquid fuels	13 07 01 – 10																						
Chemicals (solvents, pesticides, paints adhesives etc.)	20 01 13 19 27-30																						
(f) pollution and nuisances,	<p>There is potential that the construction phase of the proposed development will give rise to pollution and nuisances as a result of increases in traffic, changes in air quality (traffic emissions, dust), changes in noise. The main receptors are local residents and businesses. This is estimated to last 12 months.</p> <p><b>Noise and Vibration:</b> Control measures will limit construction activities to weekdays between 08:00-19:00 and Saturdays from 08:00-18:00. No work will be scheduled outside these hours, weekends, or public holidays. Furthermore, the Contractors, will be required to comply with the requirements for noise control detailed in European Communities (Construction Plant and Equipment) (Permissible Noise Levels) Regulations and Safety, Health and Welfare at Work (Control of Noise at Work) Regulations.</p> <p><b>Dust:</b> Management protocols will be implemented for dust. Roads and paths will be cleaned regularly, and trucks will be cleared of debris before departing the site. Where appropriate dust monitoring may be carried out near site boundaries and sensitive receptors. If dust levels are higher than 350mg/m<sup>2</sup>/day further mitigation measures may be required.</p> <p><b>Sediment Runoff:</b> There's a minimal risk of pollutants like sediment or fuel contaminating nearby water sources. Sediment sources include soil stockpiles and construction traffic. Adopting best construction practices can lessen sediment runoff risks.</p> <p><b>Operation Phase:</b> As a active travel scheme, this phase won't cause pollution or disturbances. The design could even reduce traffic speeds, thus decreasing traffic noise on the N63. Overall, no significant impact is anticipated.</p>																						
(g) the risk of major accidents, and/or	The construction method has not yet been determined. It would be considered standard, with no novel construction methodologies and not particularly complex. Therefore, the risk of																						

Schedule 7 Criteria	CHARACTERISTICS OF THE PROPOSED DEVELOPMENT
disasters which are relevant to the project concerned, including those caused by climate change, in accordance with scientific knowledge, and	accidents occurring during construction are considered to be low. The proposed development is not of a nature which will result in it generating a risk of major accidents and/or disasters.
(h) the risks to human health (for example, due to water contamination or air pollution).	<p>Design, construction and operation of the proposed development shall be in accordance with the relevant health and safety regulations and guidelines, including:</p> <ul style="list-style-type: none"> <li>• Safety, Health &amp; Welfare at Work (Construction) (Amendment) Regulations 2021 (S.I. No. 528 of 2021);</li> <li>• Safety, Health and Welfare at Work (Construction) (Amendment) Regulations 2019 (S.I. No. 129 of 2019);</li> <li>• Safety, Health &amp; Welfare at Work (General Application) Regulations 2007 to 2016;</li> <li>• Safety, Health &amp; Welfare at Work (Construction) Regulations 2006 to 2013; and</li> <li>• Safety, Health &amp; Welfare at Work Act 2005.</li> </ul>

## 4.2 LOCATION OF THE PROPOSED DEVELOPMENT

Schedule 7 Criteria	LOCATION OF THE PROPOSED DEVELOPMENT
(a) the existing and approved land use	<p>The current Longford County Development Plan 2021-2027 zones the area of the proposed scheme as Town Core. The area surrounding the proposed scheme is Industrial/ Commercial/ Warehousing. The following county policy objectives are relevant to the proposed scheme:</p> <ul style="list-style-type: none"> <li>• RPO 4.59: To enhance accessibility and sustainable mobility within the town centre by improving links between the core and surrounding areas through the further integration of public transport, walking and cycling facilities.</li> <li>• County Policy Objective 5.70: Seeks the development of effective cycling infrastructure along the key urban arterial routes to and from Longford Town, including N63 – Ballinalee Road.</li> <li>• CPO 12.59 Improve the biodiversity and ecological value of the County through the promotion of the planting of native and heritage / traditional varieties and grass-cutting schemes amended to encourage local wildflower growth.</li> <li>• CPO 12.80 Protect and preserve existing hedgerows in new developments, particularly species rich roadside and townland boundary hedgerows, and where their removal is necessary during the course of road works, or other works, seek their replacement with new hedgerows of native species indigenous to the area.</li> </ul> <p>The proposed scheme aims to ensure the future resilience of the N63 in line with population growth and zoning objectives of the environs of Longford County Development Plan 2021-2027.</p>

Schedule 7 Criteria	LOCATION OF THE PROPOSED DEVELOPMENT																				
(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><b>CORINE Land Use:</b> Landcover is primarily Artificial surfaces – Industrial, Commercial and transport units (Code 121). Areas to the south of the proposed scheme include Pastures. Land use cover is shown in <b>Figure 4.1</b>.</p> <p><b>Bedrock:</b> According to GSI online mapping, the underlying bedrock is Basal Clastics (Rinn Point Limestone Formation) consisting of conglomerate and sandstones. Bedrock geology is shown in Figure 4.2.</p> <p><b>Quaternary sediments:</b> Quaternary sediments across the proposed scheme comprises primarily of cut over raised peat. An area at the start of the scheme comprises of till derived from lower Palaeozoic and Carboniferous sandstones and shales. Quaternary sediment is shown in Figure 4.3.</p> <p><b>Soils:</b> The soil group is classified as cutover/cutaway peat.</p> <p><b>Water:</b> The proposed scheme lies within the Upper Shannon River catchment (WFD 26C) and the Shannon Upper sub-catchment (Shannon (Upper)_SC_060 (26C_7). At the start of the proposed scheme, the Royal Canal (Longford branch) transects the N63. The Royal Canal (002103) is a proposed Natural Heritage Area (pNHA). The Royal Canal will remain entirely unaffected by the proposed scheme.</p> <p>A single spur of the Camilin_060, intersects the proposed scheme to the north, south of the railway bridge. This stream is culverted under the road and flows in a southeast- northwest direction. This spur of the camlin_060 continues c. 1.8km where it joins with other tributaries that meet the camlin_070. The camlin_070 flows in a north-west direction c. 3.0km where it meets the Shannon (Upper)_090. The river diverges into the Shannon (Upper)_080 which flows in north-westerly direction. While the Shannon (upper)_090 continues and flows in a southerly direction. Both the Shannon (Upper)_080 and the Shannon (Upper)_090 form part of the Ballykenney-Fishertown Bog SPA (004101) and the Lough Forbes Complex SAC (001818). Surface waterbodies and the Water Framework Directive Risk Status are shown in <b>Figure 4.4</b>.</p> <p>The catchment area of the Camlin is identified as a Priority Area for Action (PAAs) under Cycle 2 of the Water Framework Directive (WFD). There will be no interference with the Camlin stream as it is diverted under the road.</p> <p><b>Table 4.1 Summary of WFD Status and Risk 2016-2021</b></p> <table><tr><th>Waterbody</th><th>WFD Code</th><th>WFD Status 2016-2021</th><th>WFD Risk</th></tr><tr><td>Camlin_060</td><td>IE_SH_26C010900</td><td>Moderate</td><td>At risk</td></tr><tr><td>Camlin_070</td><td>IE_SH_26C011000</td><td>Poor</td><td>At risk</td></tr><tr><td>Shannon (Upper)_090</td><td>IE_SH_26S021530</td><td>Poor</td><td>At risk</td></tr><tr><td>Shannon (Upper)_080</td><td>IE_SH_26S021510</td><td>Good</td><td>Review</td></tr></table>	Waterbody	WFD Code	WFD Status 2016-2021	WFD Risk	Camlin_060	IE_SH_26C010900	Moderate	At risk	Camlin_070	IE_SH_26C011000	Poor	At risk	Shannon (Upper)_090	IE_SH_26S021530	Poor	At risk	Shannon (Upper)_080	IE_SH_26S021510	Good	Review
	Waterbody	WFD Code	WFD Status 2016-2021	WFD Risk																	
	Camlin_060	IE_SH_26C010900	Moderate	At risk																	
	Camlin_070	IE_SH_26C011000	Poor	At risk																	
	Shannon (Upper)_090	IE_SH_26S021530	Poor	At risk																	
Shannon (Upper)_080	IE_SH_26S021510	Good	Review																		
<p><b>Groundwater:</b> The Longford Ballinalee (IE_SH_G_149) underlies the proposed scheme. It is poorly productive bedrock. The 3rd cycle groundwater monitoring programme, status is ‘Good’ and ‘Not at risk’ of failing to achieve WFD status. The groundwater vulnerability across the proposed scheme length ranges from Low (L) to Moderate (M). Bedrock aquifer is Locally Important Aquifer – Bedrock which is moderately productive only in Local Zones. Groundwater vulnerability across the scheme is shown in Figure 4.5.</p> <p><b>Bedrock aquifer</b> Poor Aquifer – Bedrock which is Generally Unproductive except for Local Zones.</p>																					

Schedule 7 Criteria	LOCATION OF THE PROPOSED DEVELOPMENT
	<p><b>Biodiversity:</b></p> <p>The proposed scheme starts at the south section, within the vicinity of the Royal Canal – Longford branch (FW3). The proposed scheme introduces defined crossing facilities for users of the canal towpath. However, there will be no interference with the canal which diverts under the N63.</p> <p>At the southern section, there are grassy verges (GS2) along the carriageway and adjacent to footpaths. Species identified include Bush vetch (<i>Vicia sepium</i>), knapweed (<i>Centaurea nigra</i>) and dandelion (<i>Taraxacum vulgaria</i>). Areas adjacent to the proposed scheme on both sides are improved agricultural land (GA1), dry meadow grassland (GS2), scrub (WS1) and an area of transitional wet woodland (WN6) composed of willow and birch located along the west side of the carriageway on an undeveloped site at the northern end of the southern section.</p> <p>The middle section is dominated by commercial premises (BL3) with discontinuous treelines (WL2) comprising of horse chestnut, beech, and sycamore within commercial premises on the east side and a short treeline of sycamore along the verge on the west side of the carriageway. An area in transition from recolonising bare ground (ED3) to wet grassland (GS4) is present adjacent to the east side of the road in an undeveloped site.</p> <p>On approach to the Flancare Roundabout, the western roadside verge is managed and composed of amenity grassland (GA2) with a hawthorn hedge for part of the length followed by willow scrub. The land adjacent to the west side has an expanse of willow scrub which extends as far as and beyond the roundabout. There is an existing footpath along the east side of the road with improved agricultural land extending west. Near the roundabout further areas of commercial buildings occur.</p> <p>At the Flancare North Section, there is hedgerow (WL1) which extends approximately 200m at the boundary of an unused site with recolonising bare ground (ED3) and scrub (WS1). The hedgerow bordering the road is composed of young hawthorn (<i>Crataegus monogyna</i>), bramble (<i>Rubus fruticosus agg.</i>) and willow (<i>Salix spp.</i>). The hedgerow ends at a vacant dwelling which features to the west. The vacant dwelling will remain unaffected by the proposed scheme.</p> <p>A tributary of the Camlin is diverted under the road at the Flancare Roundabout North Section. The channel is approximately 1-2m wide, slow moving and flows in an east-west direction. The channel has abundant aquatic vegetation such as reed canary grass (<i>Phalaris arundinacea</i>) and fool's watercress (<i>Apium nodiflorum</i>) on the downstream (west side) of the road. On the east side of the road the stream is bordered by a hedgerow along the north side and built land on the south side. The instream and bankside vegetation serve as a natural silt trap. There will be no modifications to the stream required to progress the works. The stream is culverted under the road.</p> <p><b>Terrestrial mammals:</b> Terrestrial mammals were not recorded at the proposed scheme. A review of NBDC online mapping revealed records of protected terrestrial mammals. Records for the 2km square (N17B, N17G, N17H) within which the project site lies were extracted from the National Biodiversity Data Centre (NBDC) database in October 2023 and reviewed. There are no species recorded on or adjacent to the site. There are no records of Annex II within proximity of the proposed scheme. Other species protected under the Habitats Directive and Wildlife Act 1976, as amended, include: Pine marten (<i>Martes martes</i>), Eurasian Badger (<i>Meles meles</i>), West European Hedgehog (<i>Erinaceus europaeus</i>).</p> <p><b>Bats:</b> The potential for negative effects on bat species has been considered. There may be a requirement for tree removal. On the habitat survey undertaken, the trees scheduled for removal are semi-mature and in good condition. The trees are not supporting the growth of ivy and or crevices which support bats and their roosts. The trees are not suitable habitats for bats. No significant negative effects on bats are anticipated.</p>



Schedule 7 Criteria	LOCATION OF THE PROPOSED DEVELOPMENT																
	<p><b>Birds:</b> The nearest European for the protection of birds is Ballykenny-Fishertown Bog SPA (004101) which is c. 4.5km west of the proposed scheme. This SPA is characterised by intact raised bog, callow grassland and lake with a narrow band of deciduous woodland which are suitable for a range of wintering waterfowl species. The proposed scheme is primarily artificial surfaces and buildings. This is not considered suitable habitat type for any of the SCI birds.</p> <p><b>Invertebrates:</b> A review of NBDC online mapping shows records of Annex II species within proximity of the proposed scheme. There are 8 no. records of Freshwater White-clawed Crayfish (<i>Austropotamobius pallipes</i>), an Annex II invertebrate species identified in proximity to the proposed scheme. These records are in the Camlin_050.</p> <p><b>Invasive Species:</b> Third Schedule plant species were not identified along the proposed scheme during the site visit. At Flancare Roundabout North Section, adjacent to the proposed scheme on the southbound carriageway, Japanese knotweed (5m x5m) was identified. It forms a dense stand (5m x 5m) next to the railway. This area is located outside the works area of the proposed scheme and will remain entirely unaffected.</p> <p>For the surrounding area, a review of the NBDC online mapping returned records of four invasive plant species listed as Third Schedule under the Bird and Habitats Regulations (S.I. 477). These are identified in <b>Error! Reference source not found..</b> The tetrad within which the site is located ( N17) has a record of four invasive species, which are listed on the Third Schedule of the Bird and Habitats Regulations, 2011 and subject to restriction under Section 49 of those Regulations. These invasives were not recorded on or adjacent to the site.</p> <table><tr><th>Third Schedule Species</th><th>No. of Records within 1km</th><th>Record date</th><th>Distance from the proposed scheme</th></tr><tr><td>Japanese Knotweed (Fallopia japonica)</td><td>High</td><td>26/05/2016</td><td>c. 2.5km east</td></tr><tr><td>Indian Balsam (Impatiens glandulifera)</td><td>High</td><td>24/07/2008</td><td>c. 1.5km north</td></tr><tr><td>Spanish Bluebell (Hyacinthoides hispanica)</td><td>High</td><td></td><td>c. 500m</td></tr></table> <p>a European site with aquatic dependent Annex II species as Qualifying Interests.</p> <p>The Camlin is not designated as a Salmonid River under the Salmonid Regulations (S.I. 293 EC (Quality of Salmonid Waters) regulations, 1998). White clawed crayfish (<i>Austropotamobius pallipes</i>) was recorded in the Camlin River in 2011. Freshwater pearl mussel (<i>Margaritifera margaritifera</i>) does not occur within the stream and the conditions are likely not suitable.</p> <p>Inland Fisheries Ireland have surveyed by electrofishing in the Camlin River catchment in 2021. A total of ten fish species were recorded during the survey. Three spined sticklebacks were the most common. Followed by brown trout. Stone loach was recorded at four of the eighteen sites, pike at three, nine spined sticklebacks at two and perch, lamprey and minnow at one site each.</p> <p><b>Designated Sites:</b> The proposed scheme is not located within or immediately adjacent to any European sites. An Appropriate Assessment Screening Report has been undertaken by Deborah D’Arcy Ecology, it concluded that the proposed scheme, individually or in combination with other plans or projects, is not predicted to result in likely significant effects on any European Sites in view of the said sites’ conservation objectives. The nearest European sites are shown in Figure XX.</p> <p>Natural Heritage Areas and proposed Natural Heritage Areas: are protected under the Wildlife Amendment Act 2000, as amended. Consultation of the NPWS online database identified 3 no</p>	Third Schedule Species	No. of Records within 1km	Record date	Distance from the proposed scheme	Japanese Knotweed (Fallopia japonica)	High	26/05/2016	c. 2.5km east	Indian Balsam (Impatiens glandulifera)	High	24/07/2008	c. 1.5km north	Spanish Bluebell (Hyacinthoides hispanica)	High		c. 500m
Third Schedule Species	No. of Records within 1km	Record date	Distance from the proposed scheme														
Japanese Knotweed (Fallopia japonica)	High	26/05/2016	c. 2.5km east														
Indian Balsam (Impatiens glandulifera)	High	24/07/2008	c. 1.5km north														
Spanish Bluebell (Hyacinthoides hispanica)	High		c. 500m														

Schedule 7 Criteria	LOCATION OF THE PROPOSED DEVELOPMENT
	<p>NHAs and 8 no proposed National Heritage Areas (pNHAs) within 10km of the proposed schemes. The nearest national sites within the potential zone of influence are shown in Figure 4.2 and outlined below:</p> <ul style="list-style-type: none"> <li>- Royal Canal pNHA</li> <li>- Carrickglass Demense pNHA (001822)</li> <li>- Derrymore Bog pNHA(000447)</li> <li>- Mount Jessop Bog NHA (001450)</li> <li>- Brown Bog pNHA(000442)</li> <li>- Lough Forbes Complex pNHA (0018180)</li> <li>- Clooneen Bog pNHA (000445)</li> <li>- Rinn River NHA (000691)</li> <li>- Lough Bannow pNHA (000449)</li> <li>- Lough Bawn pNHA(001819)</li> <li>- Cloonageeher Bog NHA (001423)</li> </ul>
(c) the absorption capacity of the natural environment, paying particular attention to the following areas:	With respect to the absorption capacity of the natural environment, it is noted that the proposed scheme is to be carried out on artificial surfaces, which is a relatively robust environment.
(i) wetlands, riparian areas, river mouths;	<p>Riparian areas exist at the aforementioned stream. This stream is culverted under the road and flows in a southeast- northwest direction. No works are required near the stream. Due to the nature and scale of the proposed schemes, there is considered no significant increase in sedimentation or pollution to the Camlin_060.</p> <p>There are no wetlands along the route of the proposed scheme. Annex I grassland habitats of Molinia meadows [6410] and Hydrophilous tall herb fringe communities [6430] feature on the Camlin River c. 5.6km downstream from the proposed scheme.</p> <p>The proposed scheme will tie into the current road drainage system. however, no instream works are proposed. All surface water during construction will be subject to sediment control prior to discharge during construction.</p> <p>There are no river mouths in proximity to the proposed scheme</p>
(ii) coastal zones and the marine environment;	There are no coastal zones or marine environment within the vicinity of the proposed scheme.
(iii) mountain and forest areas;	There are no mountain or forest areas affected by the proposed scheme. No impact arises.
(iv) nature reserves and parks;	There are no nature reserves or parks within the vicinity of the proposed scheme.
<b>v) Areas classified or protected under legislation, including Natura 2000 areas designated pursuant to the Habitats Directive and the Birds Directive</b>	<p>Areas classified or protected under legislation, including Natura 2000 areas designated pursuant to the Habitats Directive and Birds Directive.</p> <p>The proposed site does not lie within nor is it adjoining the boundaries of any European site; therefore, no direct impacts are likely to occur through land take or fragmentation of habitats. The development is not necessary for the management of any European site.</p> <p>The screening for Appropriate Assessment(AA) identified two European sites with hydrological connectivity: Lough Forbes Complex SAC (Site Code: 0018180) and Ballykenny-Fishertown Bog SPA (Site Code: 004101 ) within the potential zone of influence. The Screening for AA process identified one European site, Mount Jessop Bog (Site Code: 001450 ) with remote hydrogeological connectivity to the proposed scheme.</p> <p>Through an assessment of potential impacts, it was concluded that the proposed scheme 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.</p>



Schedule 7 Criteria	LOCATION OF THE PROPOSED DEVELOPMENT			
vi) Areas in which there has already 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	The following waterbodies are failing to meet the environmental quality standards of the Water Framework Directive, laid down in Union legislation.			
	Table 4.2 Summary of WFD Status and Risk 2016-2021			
	Waterbody	WFD Code	WFD Status 2016-2021	WFD Risk
	Camlin_060	IE_SH_26C010900	Moderate	At risk
	Camlin_070	IE_SH_26C011000	Poor	At risk
Shannon (Upper)_090	IE_SH_26S021530	Poor	At risk	
	The proposed schemes involve the provision of active travel scheme, given the projects’ minimal excavation and sediment generation, significant impacts to surface water during construction and operation are considered unlikely.			
Densely populated areas	County Longford is located within the Midlands region within the Eastern and Midland Regional Assembly area which is the most populous region with over 2.3 million people, of which 46,751 live in County Longford <sup>1</sup> . The proposed scheme is to provide for pavement improvement and traffic calming measures which enables more effective traffic management on the N63 and reallocation of road space in favour of walking/cycling facilities. No significant impact arises.			
Landscapes and sites of historical, cultural or archaeological significance	Under the Landscape Character Assessment (LCA), the proposed scheme is located within the Central corridor and the area is classified as Low (L). The proposed scheme impact on the urban landscape is considered negligible.  There are no Sites and Monuments record (SMR) located within the vicinity of the proposed scheme.			

<sup>1</sup> Census of Population 2022, Central Statistics Office, 2023

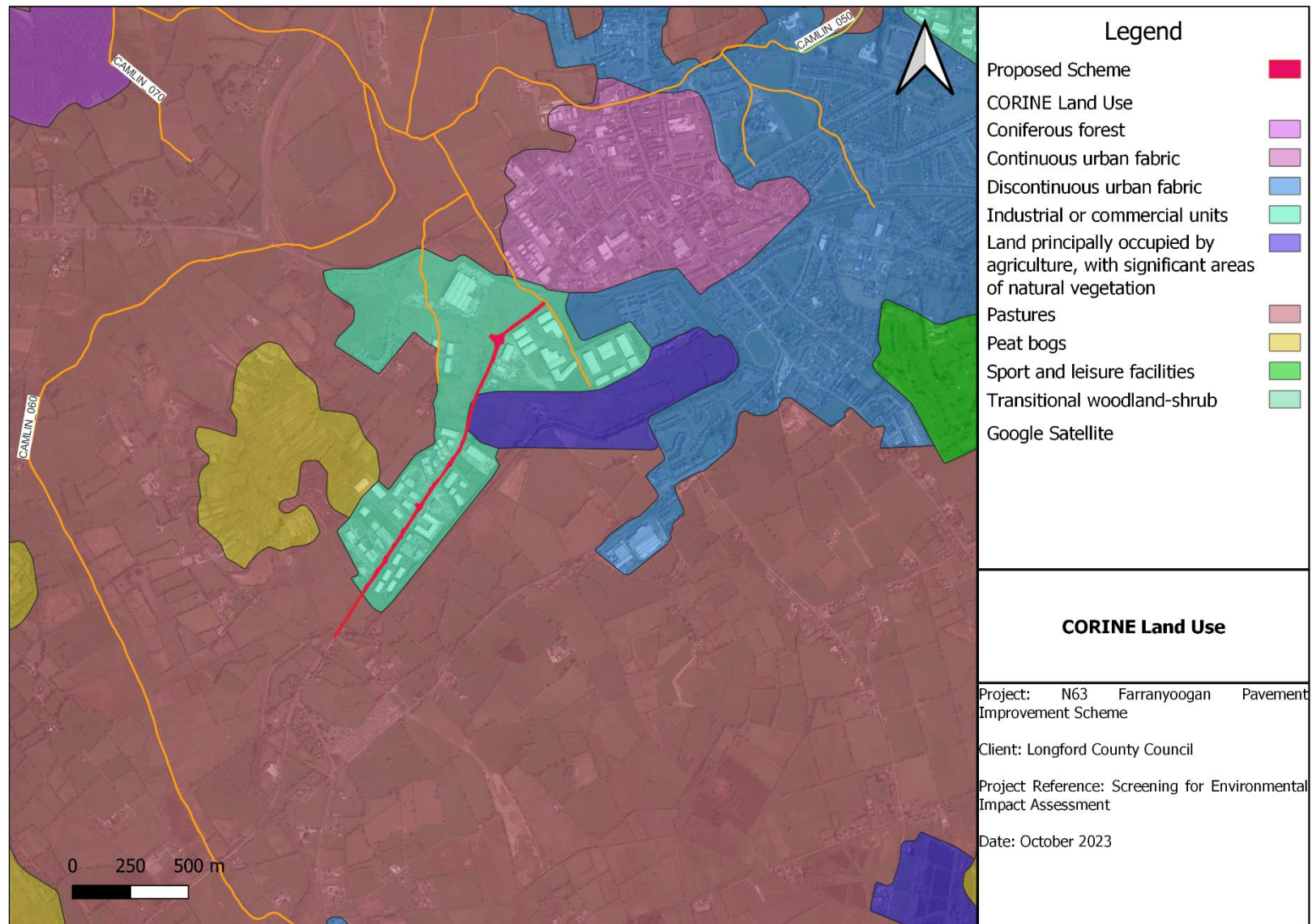


Figure 4.1 CORINE LAND USE

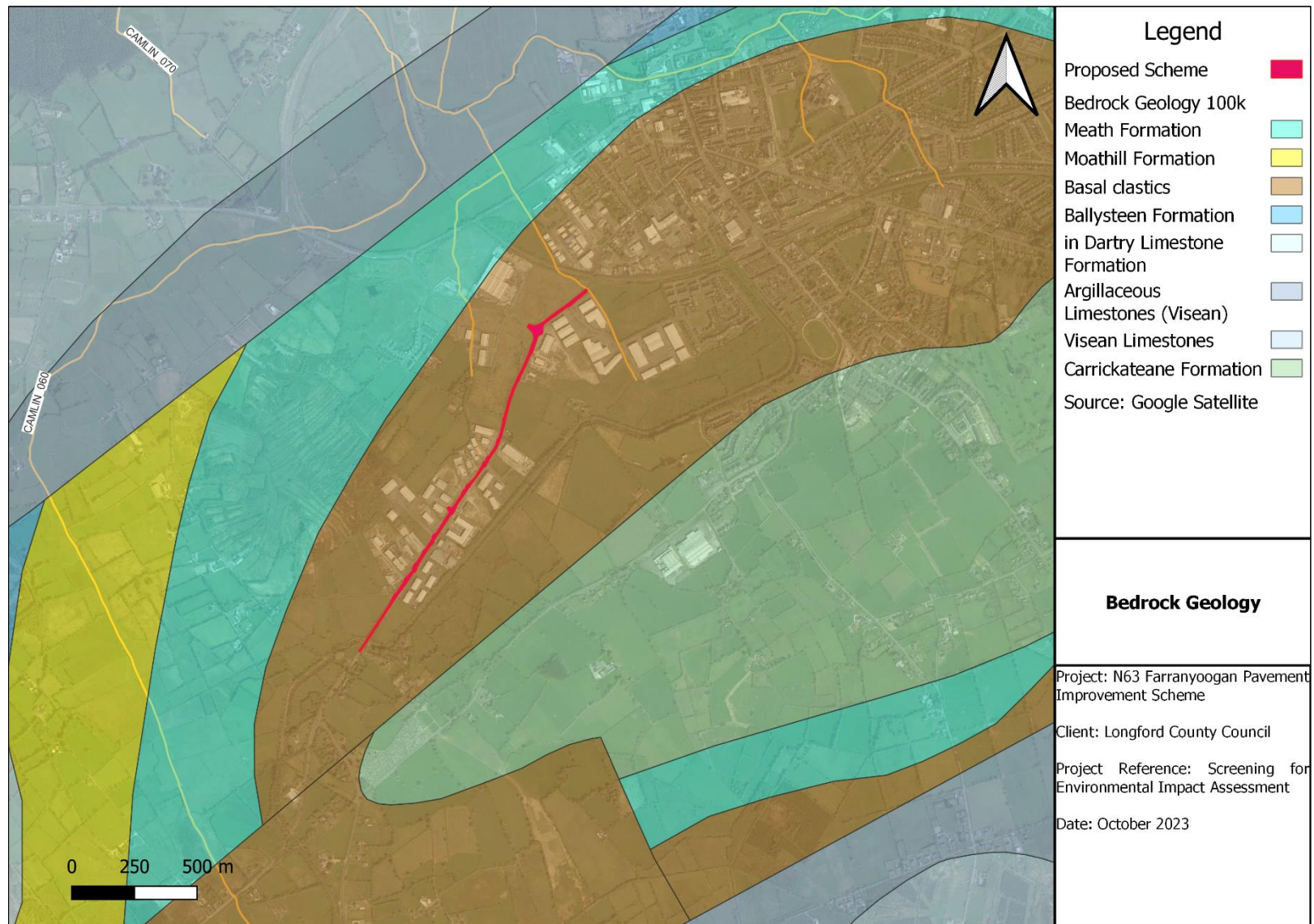


Figure 4.2 Bedrock Geology



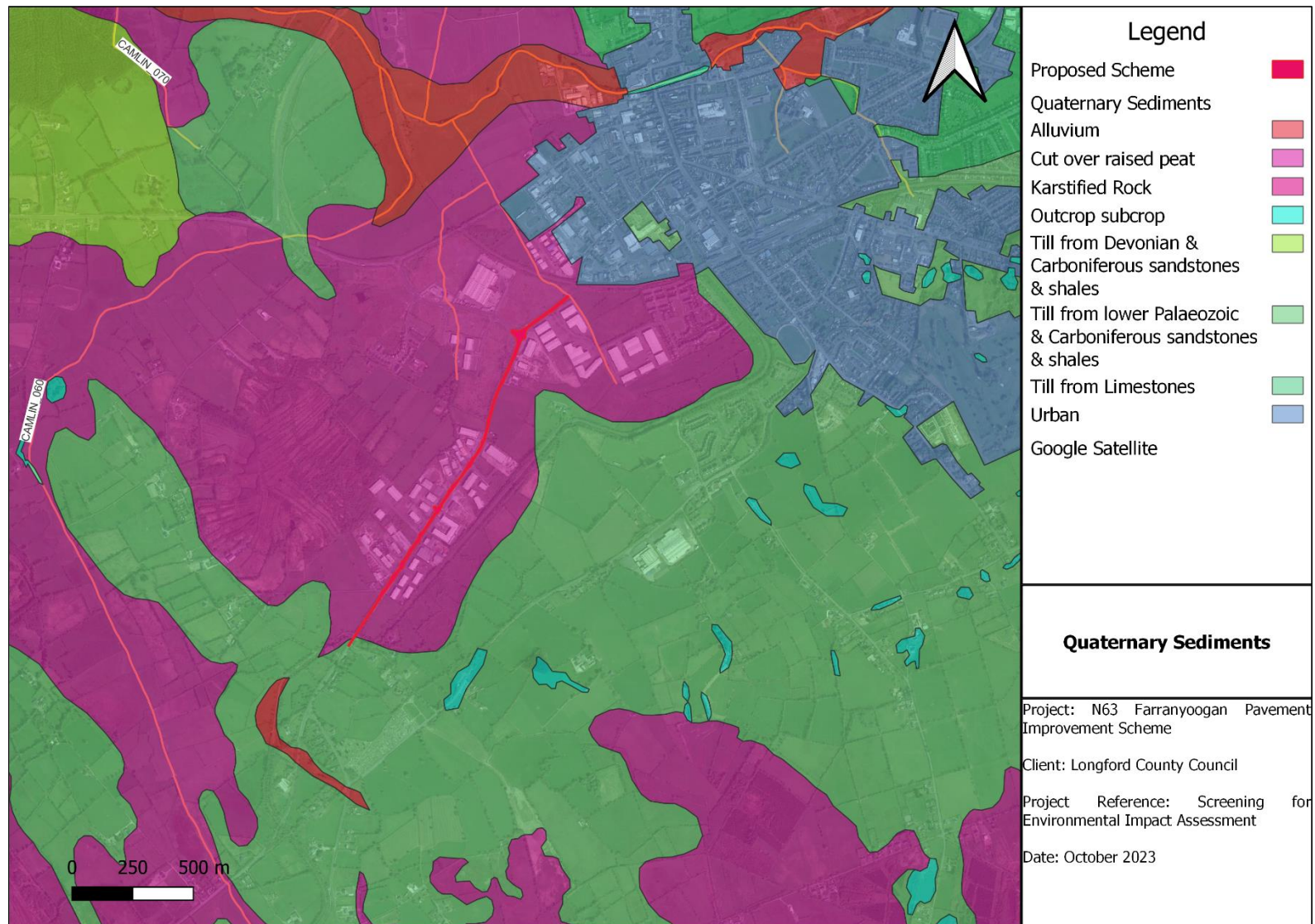


Figure 4.3 Quaternary Sediments



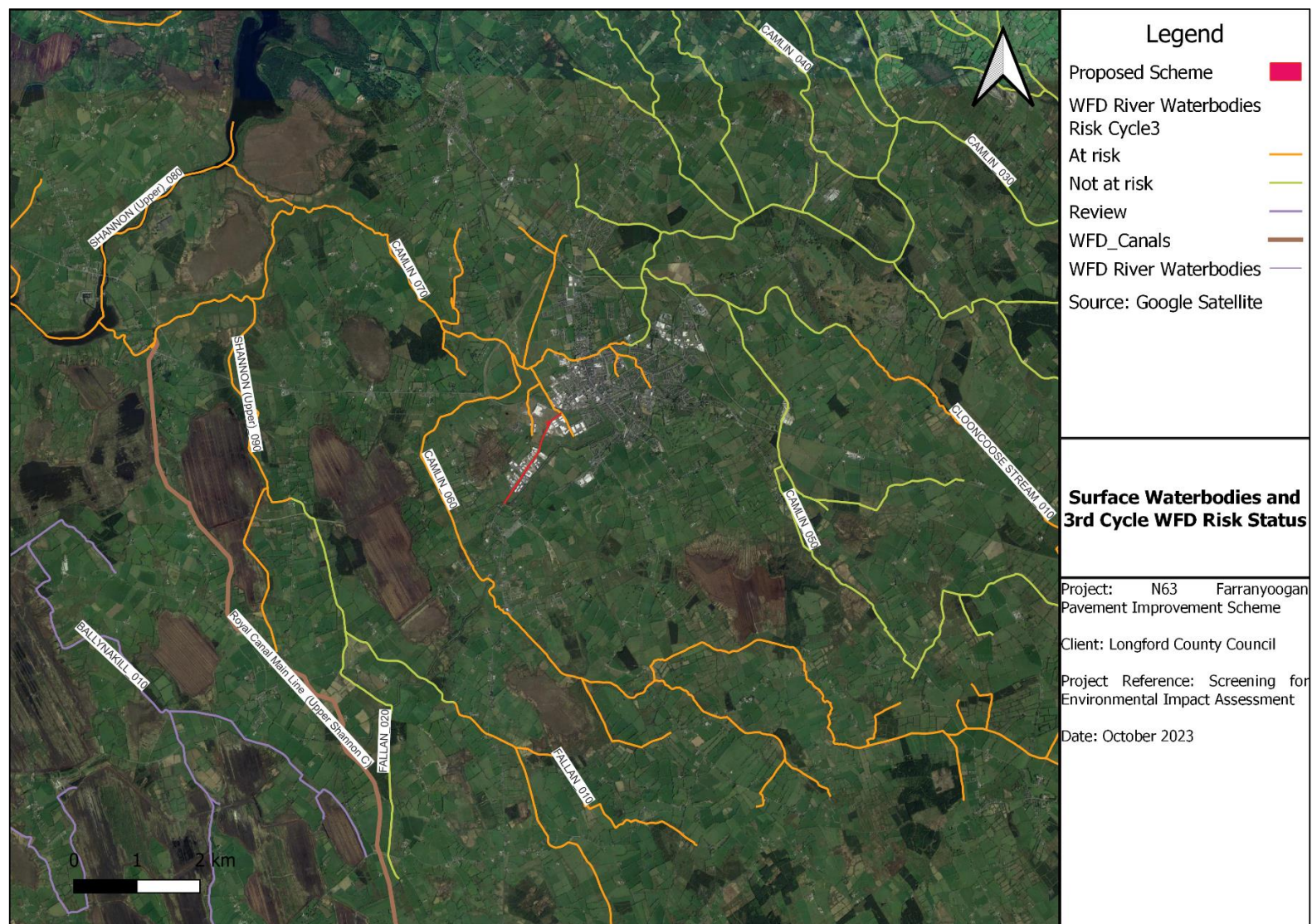


Figure 4.4 Surface Waterbodies at WFD Risk Status



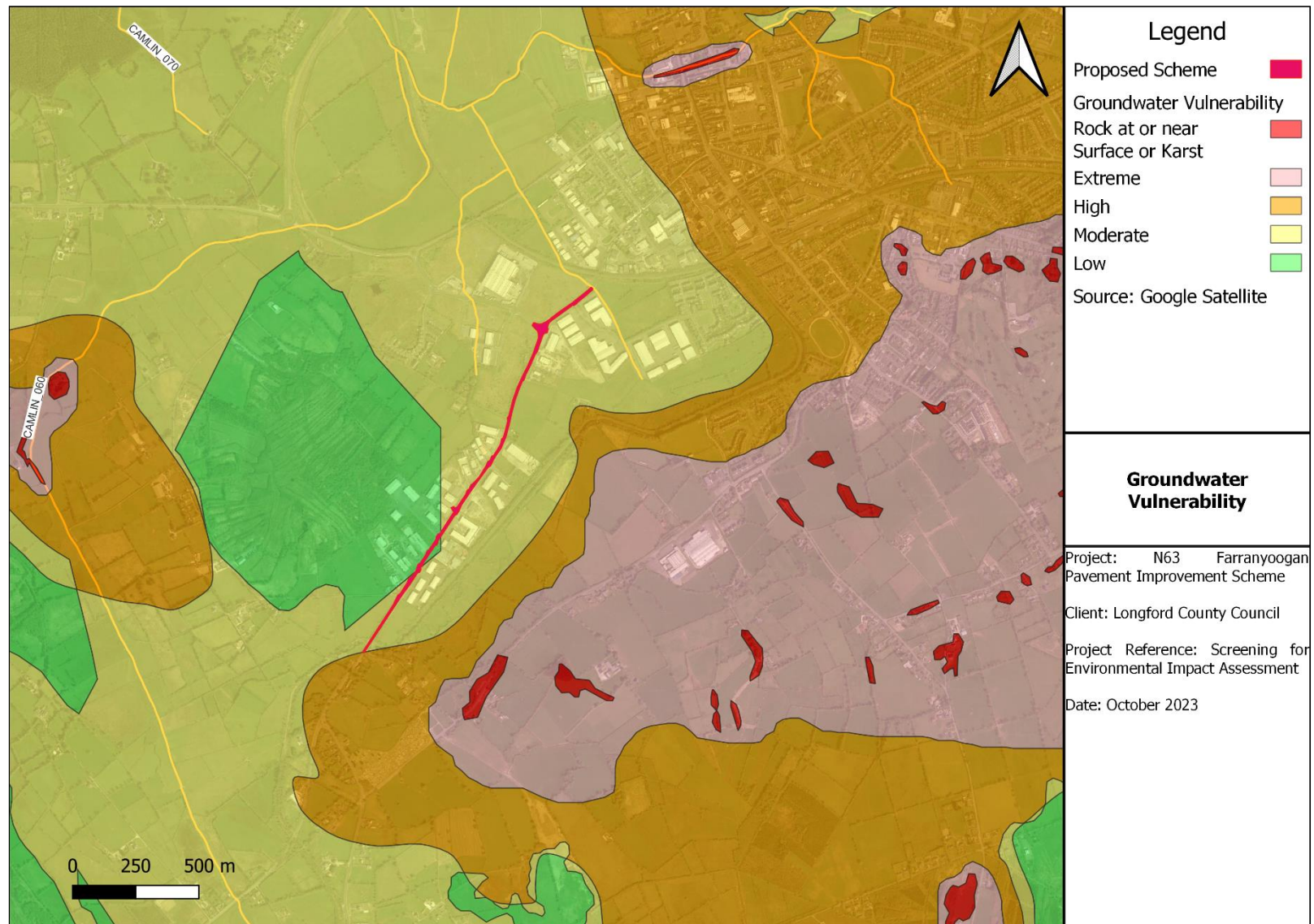
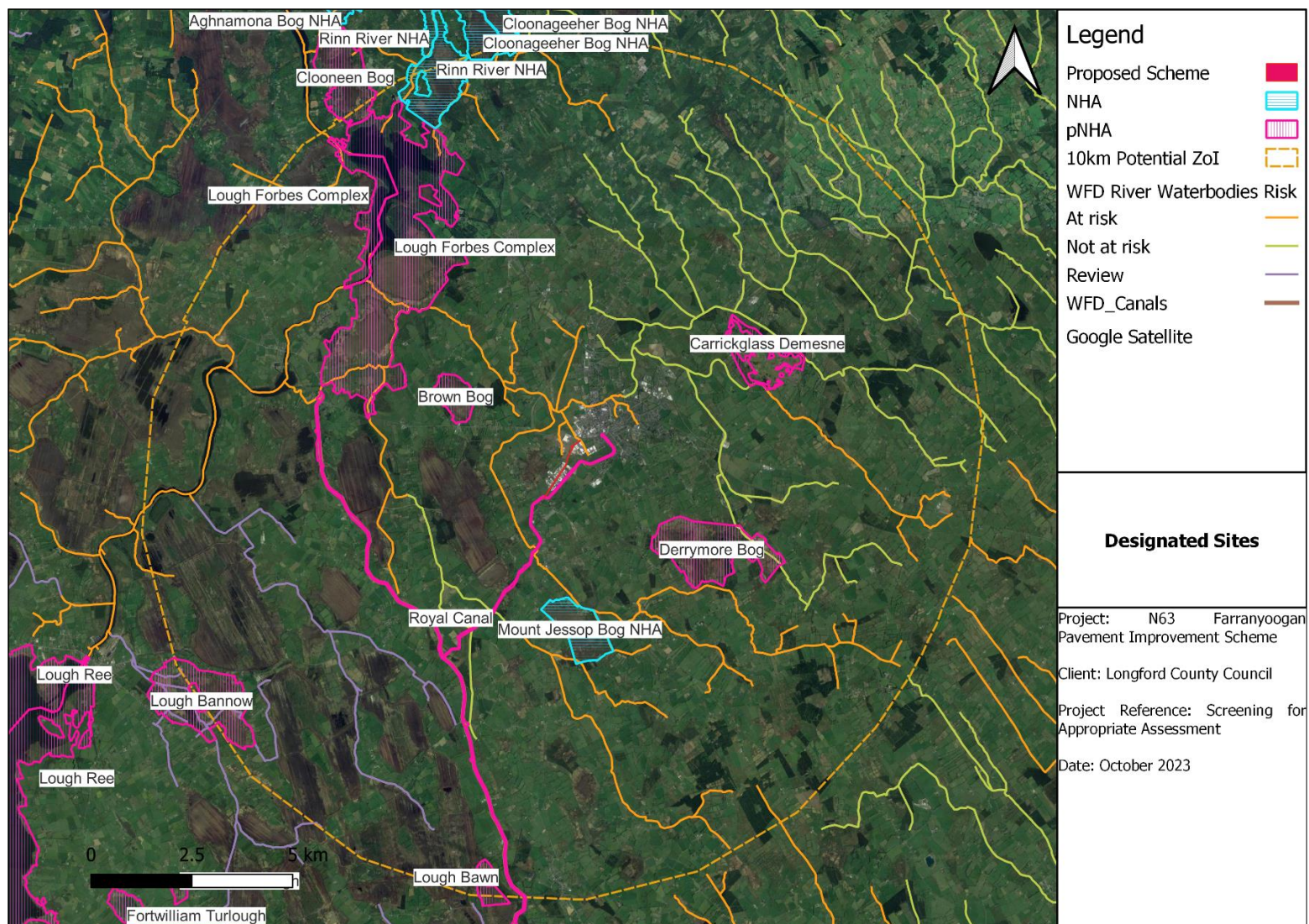


Figure 4.5 Ground Vulnerability





### Figure 4.6 NHAs and pNHAs

### 4.3 TYPE AND CHARACTERISTICS OF THE POTENTIAL IMPACTS

The proposed scheme is considered in the context of potential impacts. The topic area which may potentially be impacted upon are outlined below with reference to Section 171 A of the Act (as amended by the EIA Regulations). The proposed scheme is considered in the context of potential impacts on these in Section 5.3.2.

Schedule 7 Criteria	Characteristics of the potential Impacts
<b>(a) the magnitude and spatial extent of the impact (for example, geographical area and size of the population likely to be affected)</b>	The magnitude and spatial extent of impacts is limited to the existing site boundary, its immediate vicinity, road users and residential, industrial and commercial properties in the area. The proposed scheme is approximately 1.8 km in length and is located on the N63 Farranyoogan. The predominant land cover type is discontinuous urban fabric'. The human population affected by the proposed is relatively small given the proximity to the N63, light industry and commercial operations.
<b>(b) the nature of the impact</b>	In accordance with Directive 2014/52/EC, the nature of the impact has been assessed on the following factors: i) population and human health; ii) biodiversity, with particular attention to species and habitats protected under Directive 92/43/EEC and Directive 2009/147/EC; iii) land, soil, water, air and climate; iv) material assets, cultural heritage and the landscape
<b>Population and Human Health</b>	<p><b>Construction Impacts:</b></p> <p>Impacts associated with the construction of the proposed scheme may entail short term intermittent traffic management measures due to construction related traffic on the roadway which may result in temporary impacts on local residents and local businesses. Construction works may result in impacts relating to the generation of noise and dust. In terms of noise, the construction phase may lead to a temporary increase in background noise levels through operation of plant machinery. There will be an increase in HGV movements in the vicinity of the works. Given the scale of the proposed scheme, these impacts are considered localised, temporary and not significant.</p> <p>Access to properties along the N63 will be maintained throughout the construction phase. There will be a requirement to operate traffic management measures which will be communicated to affected parties in advance. The predicted effects are likely to be minor negative over a temporary duration.</p> <p><b>Operation Phase:</b></p> <p>Overall, the proposed scheme will have a long-term positive impact on human beings by providing improved pedestrian, cyclist and road users facilities. The provision of a coherent, safe and attractive cycle network will support a shift from the private car to cycling for all aspects of life including employment and education trips and provide a strong basis for increasing leisure and tourist cycling. The proposed infrastructure will facilitate additional safety and security of the road infrastructure that reduces the risk to the population in the area. Therefore, there is not considered to be a significant impact on population and human health in the operation phase.</p> <p><b>Mitigation:</b></p> <ul style="list-style-type: none"> <li>- Best practice and implementation of a Health and Safety Plan will be required to ensure works are carried out in a safe manner and no risks to the population working on the site or working adjacent to the site during construction;</li> <li>- Implementation of a Traffic Management Plan which outlines measures for traffic during construction to minimise accidents, nuisance, and disruption;</li> </ul>



Schedule 7 Criteria	Characteristics of the potential Impacts
	<ul style="list-style-type: none"> <li>- Implementation of a Construction Environmental Management Plan (CEMP) to define the approach to environmental management implementation for the proposed scheme will be prepared and will include measures to be implemented during construction to minimise nuisance such as from noise and dust.</li> </ul> <p><b>Conclusion</b></p> <p>With the inclusion of the above mitigation, any residual impacts are temporary, and no significant effects are anticipated on population and human health from the construction or operation of the proposed scheme</p>
i. <b>Biodiversity</b>	<p>The potential ecological impacts from the road development have been evaluated based on relevant ecological assessment guidelines. A Screening for Appropriate Assessment was conducted. The proposed scheme is not located within the vicinity of a designated site, European or National sites, the proposed project, alone or in combination, is not to have likely significant effects on European sites.</p> <p><b>Construction Phase:</b></p> <p>The majority of work is linear and will occur within the current road corridor on artificial surfaces. The impact to this habitat is negligible. Construction may result in changes within the site boundary, mainly due to vegetation alterations, including tree and hedgerow removal for alignment purposes. Habitats affected are of low local importance:</p> <ul style="list-style-type: none"> <li>- Sites containing small areas of semi-natural habitat that are of some local importance for wildlife;</li> <li>- Sites or features containing non-native species that are of some importance in maintaining habitat links.</li> </ul> <p>However, the site's species diversity and absence of species of conservation significance limit these impacts. Most animals and birds displaced by habitat loss will find new territories nearby. These impacts are seen as localised and reversible, dependent on future planting regime.</p> <p>Any vegetation clearance, especially of linear features such as hedgerows, should be outside the bird breeding season (1st March to 31st August).</p> <p>Retaining and replacing vegetation, especially using native species, will mitigate impacts on biodiversity. If further biodiversity areas are developed, they would also help in impact mitigation, leading to long-term biodiversity benefits.</p> <p><b>Operation:</b></p> <p>The planting regime following construction would be important to mitigate the potential for impacts of the spread of invasive species, if not improve on the biodiversity importance of the site, particularly in relation to native planting, wildflower meadows and treelines for species that currently use the site and surrounding area.</p> <p>Bats are sensitive to changes in their environment, especially artificial lighting, which can disrupt natural behaviours, including foraging and commuting. The effects can be minimised by adopting the mitigation measures set out below. Lighting should be minimised to that required for health and safety. Avoiding lighting where it is not required. Additional lighting is not proposed for the scheme that has potential to impact bats or nocturnal animals. Impacts to bats and nocturnal animals is considered negligible.</p> <p><b>Mitigation</b></p>

Schedule 7 Criteria	Characteristics of the potential Impacts
	<ul style="list-style-type: none"> <li>- Site clearance will be carried in accordance with Specification for Road Works Series 200 - Site Clearance CC-SPW-00200, TII, December 2010 and will be subject to the following:               <ul style="list-style-type: none"> <li>o Vegetation clearance of linear features such as hedgerows, no matter how limited, must be planned and carried out outside of the bird breeding season from 1st March to 31st August.</li> <li>o Works should be undertaken in accordance with 'Guidelines for the protection and preservation of trees, hedgerows and scrub prior to, during the construction of National Road Schemes' (NRA) and should include</li> <li>o Adequate provisions will be made for the incorporation of protective measures for trees during the detailed design and construction phases.</li> <li>o Vertical barriers and/or ground protection must protect trees that are being retained in affected area of works on site. These provisions are to be put in place prior to any development work or soil excavations are carried out.</li> <li>o There are occasions when vehicular and pedestrian traffic will occur within the calculated RPA. In these circumstances and where it is feasible, the RPA should be protected with suitable ground protection.</li> </ul> </li> </ul> <p>In accordance with S.I. No. 477/2011 - European Communities (Birds and Natural Habitats) Regulations 2011 measures must be taken to avoid the spread of any Third schedule species.</p> <ul style="list-style-type: none"> <li>- Construction and maintenance works should be carried out in accordance with the 'Guidelines on the Management of Noxious Weeds and Non-Native Invasive Plant Species on National Road Schemes, TII, 2010.</li> </ul> <p>Following the completion of the active travel scheme, the following measures should be implemented:</p> <ul style="list-style-type: none"> <li>- The verge is to be reseeded with grass seed or pollinator-friendly species.</li> <li>- Planting should consist of native and pollinator-friendly species to enhance biodiversity potential.</li> <li>- The design and landscape management should have regard to guidance set out in 'Pollinator-friendly management of Transport Corridors,' National Biodiversity Data Centre, NBDO, 2019.</li> </ul> <p>Mitigation for bats with respect to lighting:</p> <ul style="list-style-type: none"> <li>- Only use lighting where absolutely necessary for health and safety. Avoid excess lighting and ensure it is directional, illuminating only where necessary.</li> <li>- Key ecological corridors such as hedgerows, treelines, watercourses, riparian areas, and other bat habitats should be maintained in darkness or near darkness.</li> <li>- Avoid luminaires with UV elements.</li> <li>- Metal halide and fluorescent sources should not be used.</li> <li>- LED Luminaires: LEDs are preferred because: they have a sharp cut-off and lower intensity, they offer good colour rendition; they have dimming capabilities.</li> <li>- Use a warm white spectrum, ideally less than 2700 Kelvin, to minimise blue light.</li> <li>- Luminaires should have peak wavelengths higher than 550nm.</li> <li>- Adjust column heights to minimise light spill.</li> <li>- Ensure no upward tilt of the luminaires. Always mount them on the horizontal.</li> <li>- Upward Light Ratio: Only use luminaires with an upward light ratio of 0% and ensure they have good optical control.</li> <li>- As a last resort, use baffles, hoods, or louvres to control and reduce light spill.</li> </ul>

Schedule 7 Criteria	Characteristics of the potential Impacts
	<ul style="list-style-type: none"> <li>- Consider dimming or part-night lighting.</li> <li>- Use control management systems to dim or turn off lights when not needed.</li> </ul> <p><b>Conclusion</b></p> <p>With the inclusion of the above mitigation, no significant ecological impacts would be foreseen outside the immediate vicinity of the proposed scheme.</p>
Land & Soil	<p><b>Construction Phase</b></p> <p>The potential impacts on land and soils from the proposed scheme will be localised, primarily within the existing road corridor. The design aims to repurpose existing structures, limiting demolition. While materials for the new layout will be imported, exact quantities are yet to be determined, but are expected to be minimal given the project's scale. Where possible, materials will be sourced locally</p> <p>Construction may disturb soils due to site clearance and excavation. Additionally, there's a risk to soils and groundwater from possible spills of oils or chemicals. However, using containment for storage of potential contaminants will significantly reduce this risk. Without precautions, soil and groundwater impacts are deemed low to moderate.</p> <p><b>Mitigation measures:</b></p> <ul style="list-style-type: none"> <li>- Any waste from the project will be handled sustainably as per the Waste Management Act 1996, with no significant adverse environmental effects anticipated. Employing best construction practices and the recommended mitigation measures will further safeguard land and soils during construction. Appropriate secondary containment for the storage of fuels, oils, paints and other potentially hazardous materials on the site.</li> <li>- Fuelling of plant is anticipated to be in a designated fuelling area within the site compound</li> <li>- Implementation of a Waste Disposal Plan which sets out measures for prevention, maximum reuse, recycling and recovery of waste and provides recommendations for the management of the various anticipated waste streams. It will include source segregations, storage and collection of all wastes generated in the construction phase of the proposed scheme. The plan will also provide guidance on collection and transport of waste to prevent issues associated with litter or more serious environmental pollution (e.g., contamination of soil or water resources). The Waste Disposal Plan should consider the standards on the 'Management of Waste from Nation Road Construction Projects, TII, 2017.</li> </ul>
Water	<p>During the construction phase, there's potential for pollutants like sediment or other harmful materials to enter the Camlin_060 stream. The project primarily uses the existing road corridor, with no instream or bankside works required. Activities like soil stripping can heighten contamination risk in water runoff. Equipment movement might produce silt, oil-contaminated water, or even introduce foreign species. High-risk pollution sources include site roads and equipment washing. Natural barriers like scrub and vegetation that separate the works may filter any unlikely surface water runoff.</p> <p>By applying best construction practices and the outlined mitigation measures, pollutant releases will be minimised during construction.</p> <p>Operationally, the project will use the current drainage system. As it's primarily an active travel scheme, no significant increase in pollutants like hydrocarbons is anticipated.</p> <p><b>Mitigation:</b></p> <ul style="list-style-type: none"> <li>- The Contractor will be required to implement industry best practice pollution prevention measures in accordance with guidance documents (for example, CIRIA 2001 Guideline Document C532 Control of Water Pollution from</li> </ul>

Schedule 7 Criteria	Characteristics of the potential Impacts
	<p>Construction Sites, during construction in order to control the risk of pollution to surface waters):</p> <ul style="list-style-type: none"> <li>- All parts of the surface water drainage system must be maintained in good working order and repair and steps must be taken to ensure that matter liable to block or obstruct the drainage system is prevented from entering;</li> <li>- Surface water control measures will be implemented to ensure that silt laden or contaminated surface water run-off from the site of the proposed scheme does not discharge directly to waterbodies;</li> <li>- All hazardous materials must be stored in appropriate containers, must be indelibly and legibly labelled to identify the contents, hazards and precautions required;</li> <li>- Appropriate management and storage fuel and felling activity will be implemented, and fuelling activity near watercourses will be avoided;</li> <li>- All spoil heaps will be located, protected, and stabilised in a way that will avoid the risk of contamination of drainage systems and local watercourses;</li> <li>- Plant and wheel washing should be undertaken in designated area of hardstanding at least 10m from any watercourse.</li> </ul> <p><b>Conclusion</b> With the inclusion of the above mitigation, any residual impacts are temporary, and no significant effects are anticipated on Water from the construction or operation of the proposed scheme.</p>
Noise, Air & Climate	<p>The results of the air quality baseline show that all levels are in compliance with the appropriate legislative limit values and air quality may be classed as good in the area. The main sources of pollutants include traffic and space heating (domestic and commercial).</p> <p><b>Construction Phase</b> In the first instance, the design of the proposed scheme seeks to avoid demolition and repurposes existing structures the scheme length. The reuse of existing structures preserves the embodied energy expended in the original construction, minimises waste and reduces the use of new material in line with the circularity objectives of the Longford County Development Plan 2021-2027. The likelihood of dust emission during construction depends on the activity type and environmental factors like rainfall, wind speed, and direction. The impact of dust relates to its potential to reach sensitive areas based on distance and wind patterns. The proposed scheme is not near any sensitive receptors. By following recommended work practices and dust control measures, dust production is expected to be minimal, posing little environmental concern. Given the project's location and planned mitigations, the anticipated dust impact is limited, minor, and short-term.</p> <p>During construction, machinery operation might temporarily elevate background noise levels. The Contractor will implement best practices to reduce noise, adhering to BS 5228: Code of Practice for Noise Control on Construction and Open Sites and European Communities (Construction Plant and Equipment) Permissible Noise Regulations 1988 for construction equipment. As a result, no notable noise disturbances are expected for commercial or residential areas.</p> <p><b>Operation Phase</b> The operation of the proposed scheme will not give rise to any residues or emissions to humans or impact during the operational phase as it is a active travel scheme. The proposed scheme will provide a positive impact for pedestrians and cyclists through provision of a safer and sustainable transport mode.</p>

Schedule 7 Criteria	Characteristics of the potential Impacts
Material assets,	<p>The new layout is detailed in <b>Section 2</b>. The scheme mainly occurs within the N63 existing road corridor, making the land impact minimal. Land take is not required for the construction or operation. The resulting impact on land is considered negligible.</p> <p><b>Traffic and Transportation:</b></p> <p>During construction, residential and commercial properties may experience inconveniences such as traffic disruptions, dust, noise, and access issues.</p> <p>Where possible, material will be locally sourced to reduce transport-related emissions. Efficient hauling will be undertaken to minimise trips.</p> <p>Nuisance issues are discussed in Section 4.1. Access-related concerns are expected to have a short-term, minor negative impact.</p> <p><b>Utilities:</b></p> <p>Utilities might experience disruptions during construction. Most disruptions to services and transport networks will be temporary and can be mitigated by giving advance notice to service providers.</p> <p><b>Operation Phase:</b></p> <p>As an active travel scheme, no impacts on residential or commercial sites are anticipated during its operation.</p> <p><b>Mitigation</b></p> <p>The Contractor will maintain good communication with landowners at all times and particularly in relation to access issues.</p> <ul style="list-style-type: none"> <li>- Where access to a property is disrupted due to works associated with the road, the contractor will be obliged to give notice to the affected party in advance of works commencing in the area</li> <li>- If disruption to utility services is necessary for the completion of the works, it shall be kept to a minimum and shall take place, as far as possible, during off peak use hours.</li> </ul>
Cultural heritage and	<p>The proposed scheme will be contained within the previously excavated section of the road corridor and will therefore not have a significant impact on areas of archaeological or architectural potential. The proposed scheme will not impact on a protected structure (RPS site), or a NIAH sites.</p> <p>Stone walls are generally considered of cultural heritage significance, however, some stone walls along the route lack visibility or survive intermittently in various states of repair. They do not present a defining character at the roadside. The impact of the proposed is on cultural heritage is considered negligible.</p> <p>The proposed scheme is not considered to have a significant impact on features of cultural heritage.</p> <p>Consequently, archaeological monitoring over the course of the construction of the proposed scheme is not required.</p>
Landscape and Visual Amenity	<p>The site and its immediate context are primarily the N63. The proposed scheme would introduce a pavement improvement scheme largely within the existing road corridor but will require areas of the roadside verge to be developed. There is a potential for loss of trees will occur, however, these losses would in part be replaced as part of the landscape regime for the pavement improvement scheme. The landscape scheme has been designed to take account of the trees on site and in the surrounding area and provides for retention where possible.</p> <p>The reduction in hardstanding will provide opportunity for areas enhancement of biodiversity with native and pollinator friendly species and will offset the impacts to landscape and visual impacts. TII has collaborated with the All-Ireland Pollinator Plan in developing a sector specific guideline to improve the design and landscape management of our Transport Corridors for our pollinators and overall biodiversity.</p>

Schedule 7 Criteria	Characteristics of the potential Impacts
	<p>Adherence to the mitigation measures outlined in Section 5.3.2.2 will ensure the proposed scheme is away from the zones of mature trees retained on site and implement measures for biodiversity enhancement across the scheme.</p> <p><b>Mitigation</b></p> <p>The design and landscape management should have regard to guidance set out in 'Pollinator-friendly management of Transport Corridors,' National Biodiversity Data Centre, NBDC, 2019.</p>

#### 4.4 TRANSBOUNDARY IMPACTS

No transboundary impacts are anticipated.

#### 4.5 THE INTENSITY AND COMPLEXITY OF THE IMPACT

The nature of the impact has been outlined in Section 4.3.

**Population and human health:** Temporary negative impacts are predicted due to noise, dust and visual impacts during the construction phase. These impacts are temporary and not considered significant. There are considered to be long term positive impacts during operation as a result of improved road infrastructure and road security.

**Biodiversity:** During construction, temporary negative impacts are predicted due to site clearance which involves the removal of semi-mature trees and areas of the existing verge. These impacts are temporary and not considered significant.

**Land & Soils:** 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.

**Water:** During construction, there is potential for temporary adverse impacts from sediment entering the surface water network. These impacts are temporary and not considered significant. The proposed scheme is an active travel scheme, the operation will use not result in significant adverse effects.

**Air & Climate, Noise:** During construction, temporary negative impacts are predicted from dust and construction traffic. These impacts are temporary and not considered significant.

**Landscape and Visual:** During construction, the proposed scheme will result in changes to the landscape and visual baseline. These main proposed elements however have been designed having regard for the baseline landscape character and visual amenity. These impacts are not considered significant.

**Cultural heritage:** Significant impacts are not anticipated on features of cultural heritage.

#### 4.6 THE PROBABILITY OF THE IMPACT

The probability of impacts on the receiving environment is considered to be low. Localised impacts such as dust generation and noise nuisance during construction of the proposed scheme are probable

but will cause a temporary impact, however the contractor will be required to implement a Health and Safety Plan and CEMP to ensure no risks to the population working on the site or working adjacent to the site during construction.

#### 4.7 THE EXPECTED ONSET, DURATION, FREQUENCY AND REVERSIBILITY OF THE IMPACT

The construction phase for the proposed scheme is anticipated to last for a period of 12 months and temporary in nature. The duration and frequency of these effects will be carried out in accordance with the Health & Safety Plan and CEMP and to ensure that no significant effects on the environment arise. No significant impacts are predicted so there are no requirements for reversibility of these impacts.

The operational change will be long term and continuous in nature. Onset will coincide with the end of construction and start of the operation phase. The proposed scheme will form part and interact with the wider transport network of Co. Longford. It is subject to ongoing management, monitoring and review by Longford County Council.

#### 4.8 THE CUMULATION OF THE IMPACT WITH THE IMPACT OF OTHER EXISTING AND/OR APPROVED PROJECTS

A review of the other plans and projects in the vicinity of the proposed scheme was carried out. This analysis has considered the potential of other plans and project to contribute to in-combination or cumulative impacts with the proposed scheme. A number of other permitted and proposed projects were identified. However, the proposed scheme is not of a scale or nature that would result in significant cumulative effects. Therefore, these other developments, do not have potential to contribute to significant effects within the meaning of the Directive when considered in-combination with the effects of the proposed scheme.

The proposed scheme will form part and interact with the wider transport network of Co. Longford. It is subject to ongoing management, monitoring and review by Longford County Council.

**Table 4.3 Cumulative impact with the impact of other existing and/or approved projects**

Projects	Development
<b>Longford County Council</b> <b>Planning Reference: 22173</b> Proposed construction of 3 no. light industrial units , car parking, proposed foul sewer connection into an existing wastewater treatment system with polishing filter which was installed/upgraded under planning permission reference number PL 04/933, extension of duration of planning permission reference numbers PL10/66 & PL 13/177, which services Johnston Business Park and all ancillary site works. <b>Permission granted: 25/01/2023</b>	This is located within an industrial estate adjacent to the proposed scheme.
<b>Longford County Council</b> <b>Planning Reference: 2360142</b> Proposed single storey extension to the front and side of existing light industrial unit to included amendments to relevant elevations and all ancillary site works.	This is located in an industrial unit adjacent to the proposed scheme.



Projects	Development
<b>Decision Due date: 15/11/2023</b> <b>Longford County Council</b> <b>Planning Reference: 238</b> Proposed new Tool and Plant hire building with relevant storage, office, access road, parking and hard surface area with equipment service and wash area, boundary treatments, ancillary drainage connections and all ancillary site works. <b>Decision due date: 15/11/2023</b>	This is located in an industrial estate adjacent to the proposed scheme.

## 4.9 THE POSSIBILITY OF EFFECTIVELY REDUCING THE IMPACT

Measures to effectively reduce the potential impacts of the proposed scheme are set out in Section 4.3. Adherence to these measures which includes standard construction practices can be adopted to minimise the impacts. These measures include:

### Site Management and Erosion Control:

- Surface water control measures will be implemented to ensure that silt laden or contaminated surface water run-off from the site of the proposed scheme does not discharge directly to the road drainage network and surface water network.
- Phased Construction: Can minimise land disturbance at any one time.
- Reduction in hard surface and reseeded: Planting grass or other vegetation can stabilise soil and reduce erosion.
- The Contractor shall undertake daily site checks to ensure compliance and effectiveness of mitigation measures.

### Biodiversity:

- Retention and Reseeding: Areas for enhancement will be identified and reseeded with native or pollinator plant species in accordance with Longford County Policy objectives.

### Waste Management:

- Recycling and Reuse: Ensure that waste materials, especially those that can be reused or recycled, are properly sorted and processed.
- Minimise Use: Adopt construction methods that reduce waste, like efficient material estimation.

### Water Management:

- Water Recycling: Use recycled water for construction processes like dust control.
- Water Conservation: Use efficient practices and equipment to minimise water use.

### Noise and Vibration Management:

- Scheduled Construction Hours: Limit construction to daytime hours or times in line with local authority requirements.

### Reduce Transportation:

- Local Materials: Source construction materials locally to reduce transportation-related emissions.
- Efficient Hauling: Use full truckloads and efficient routes to minimise trips.

When implemented, the proposed mitigation will effectively reduce the potential for impact of the proposed scheme.



## 5 CONCLUSION

This EIA Screening Report aims to inform Longford County Council about the potential environmental impacts of the proposed scheme. The assessment evaluates the scheme based on criteria from the EIA Directive's Annexes III and IIA and Schedules 7 and 7A of the Planning and Development Regulations 2001 (as amended). In line with DEHLG Guidance and EIA Regulations, the report evaluates the scheme's characteristics, location, and potential impacts.

For the following reasons, it is considered that the proposed scheme would not be likely to have significant effects on the environment:

- The proposed scheme isn't of a type mentioned in Schedule 5 Parts 1 or 2.
- The site isn't within a European or nationally designated area.
- The screening for AA concluded that the proposed scheme either alone or in-combination with other plans and or projects, does not have the potential to significantly affect any European Site, in light of their conservation objectives;
- The scheme's design will integrate with the existing N63
- Predicted impacts are not significant, and mitigation strategies, including a CEMP, will be in place.

Based on the assessment, significant environmental impacts aren't expected from the proposed scheme, either individually or cumulatively. As such, it is concluded that the preparation and submission of an EIAR is not required.

## **APPENDIX A**

### **General Arrangement Drawings**





