



ENVIRONMENTAL IMPACT ASSESSMENT SCREENING

Project Reference	220950
Date & Time	12/06/2024
Subject	N59 Kentfield Road Safety Junction Improvement Scheme
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The Environmental Impact Assessment (EIA) Directive (Directive 2011/92/EU) as amended by Directive 2014/52/EU, aims to determine the likely significant effects of a project on the environment. EIA screening determines whether an EIA is required for a specified project.

Schedule 5 of the Planning and Development Regulations 2001 (as amended) identifies development for the purposes Part 10 of the Planning and Development Act 2000 i.e., prescribed classes of development requiring EIA where a development meets or exceeds the thresholds set out under Schedule 5 (Part 1 and Part 2) mandatory EIA is required and, as such, there is no screening determination required. Where a development is of a class included for in Schedule 5 but is sub threshold the development shall be subject to a preliminary examination and if required, screening, to determine (i.e., a Screening Determination) if it would or would not be likely to have significant effects on the environment. The Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment (August 2018) state:

- Where, based on a **preliminary examination** of the information submitted with the application and any other supplementary information received, the competent authority concludes that, having considered the nature, size and location of the proposed development, there is no real likelihood of significant effects on the environment, this should be recorded with reasons for this conclusion stated, and no EIA required, or formal determination made. The recording of the competent authority's view should be brief and concise, but adequate to inform the public. In many cases this considered view will be included in the planner's/inspector's report on the planning application and this may be cross-referenced in the competent authority's decision. Normally, this will be published at the time of the decision of the competent authority.
- Where, based on the information submitted with the application and any other supplementary information received, and having considered the nature, size and location of the proposed development in the context of the criteria set out in Schedule 7 to the Planning and Development Regulations 2001 (as amended), **there is a real likelihood of significant effects on the environment, the competent authority must determine that an EIA is required.** The main reasons for this determination should be recorded.
- Where, based on the information submitted with the application and any other supplementary information received, the competent authority, having considered the nature, size and location of the proposed development in the context of the criteria set out in Schedule 7 of the Planning and Development Regulations 2001 (as amended), forms the view that there is **significant and realistic doubt** in regard to the likelihood of significant effects on the environment, **the competent authority must proceed to a further examination to determine whether EIA is required.** This requires the



applicant to submit the information specified in **Schedule 7a** to the Planning and Development Regulations 2001 (as amended) in order to facilitate a formal Screening Determination.

In addition, **Section 50** of the Roads Act, 1993 to 2007 (as amended) and **Article 8** of the Roads Regulations, 1994, outline the legislative requirements that determine whether an EIA is mandatory for a proposed road development.

Section 50 (1) (a) of the Roads Act, 1993 as substituted by Section 9(1)(d)(i) of the Roads Act, 2007, states the following concerning EIA requirements:

- a. A road authority or the Authority shall prepare a statement of the likely effects on the environment ('environmental impact statement') of any proposed road development it proposes consisting of—
 - (i) the construction of a motorway,
 - (ii) the construction of a busway,
 - (iii) the construction of a service area, or
 - (iv) any prescribed type of proposed road development consisting of the construction of a proposed public road or the improvement of an existing public road.

Article 8 of S.I. No. 119/1994 Roads Regulations, 1994 (The prescribed types of proposed road development for the purpose of subsection (1)(a)(iv) of Section 50 of the Roads Act, 1993 to 2007 (as amended)) sets out the following:

- a. The construction of a new road of four or more lanes, or the realignment or widening of an existing road so as to provide four or more lanes, where such new, realigned or widened road would be eight kilometres or more in length in a rural area, or 500 metres or more in length in an urban area.
- b. The construction of a new bridge or tunnel which would be 100 metres or more in length.

In the event that a formal screening assessment is required the Local Authority may need to engage the services of an appropriately qualified consultant (MKO) to assist with same. This EIA Screening Report has been prepared to assist the Lead Section in;

Step 1

Recording whether the project is of a class of development requiring EIA (Pre-Screening).

Step 2

Considering by way of a preliminary examination if there is a likelihood of significant effects on the environment,

Step 3

Where necessary, undertaking a more detailed examination, based on the information specified in Schedule 7a in order to reach a formal screening determination.

This EIA Screening exercise has been prepared in accordance with the guidance set out in the Office of the Planning Regulator's 'Environmental Impact Assessment Screening' practice note.

Step 1 – Pre-Screening

Part 8. Local Authority Ref.	
Part X. ABP Ref.	
Site Location	The site of the Proposed Development is located along the existing N59 National Secondary Road and the L-5381 Local Road in the townland of

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	Kentfield, Co. Galway, approx. 4.5 km northwest of Galway City and approximately 7km southeast of Moycullen; in close proximity to the Glenlo Abbey Hotel (Grid Reference: M 26518 28358).		
Proposed Development	<p>The Proposed Development will consist of:</p> <ul style="list-style-type: none"> • The N59 carriageway will be realigned and upgraded to a Type 2 single carriageway along the 245m section of the N59; • On approach to the simple priority junction along the N59 a nearside passing of 2m will be provided at the junction. • The L-5381 carriageway will be realigned and widened for approx. 45m to incorporate a carriageway width of 6.0m and a 2m footpath; • Grass verges will be provided at 3m width along the western length of the N59 with existing hedgerow maintained and varying widths of grass verge between 8 – 12m along the eastern length of the N59 carriageway; • A 2m footpath will be provided along the N59 on the south-western side of the scheme and extended westwards along the L-5381 for approximately 50m • 1 no. Domestic entrance on the N59 will be maintained and upgraded to current standards including resting walls and piers; • 2no. Field access will be maintained along the N59 and upgraded to current standards. • 240m of stone wall will be constructed on the eastern side of the scheme, with approx. 60m stone wall to be constructed on the western side of the scheme. • All existing land drainage and culverts will be maintained with new land drainage connected to existing network; • Proposed sealed drainage system comprising of kerb and gully system, which discharges through a petrol interceptor and underground tank, where runoff is attenuated and treated before discharged to the local drainage network; • 220m of vegetation clearance along the eastern side of the N59 and 50m of vegetation clearance will be required on the L-5381 to facilitate the works and to provide for visibility; • All ancillary works required to deliver the proposed scheme. 		
1. Does the Development constitute a class of development requiring EIA having regard to Schedule 5 of the Regulations or Section 50 of the Roads Act, 1993 to 2007 (as amended), or Article 8 of the Roads Regulations, 1994?	<p>Yes:</p> <p>No: ✓</p>		
2. If YES, is the development meeting or exceeding a threshold set out in Part 1 or Part 2, Schedule 5 of the Planning & Development Regulations, or Section 50 of the Roads Act, 1993 to 2007 (as amended), or Article 8 of the Roads Regulations, 1994?			
	Tick	Threshold	Comment
No	✓		No EIA is Required
Yes		Exceeds/	n/a
		Is Equal to	n/a
			Result
			EIAR Required



		No Threshold	n/a	EIA Screening - Preliminary Examination or Screening Determination Required
		Sub Threshold	✓	
<p>There is no class listed in Schedule 5 Parts 1 and 2 that triggers mandatory EIA for the Proposed Development. However, the Proposed Development is considered against Planning and Development Regulations 2001 (as amended) Schedule 5 Part 2 (13 – Changes, extensions, development and testing) (a)(ii) – Any change or extension of development which would:</p> <ul style="list-style-type: none"> i. result in the development being of a class listed in Part 1 or paragraphs 1 to 12 of Part 2 of this Schedule, and ii. result in an increase in size greater than <ul style="list-style-type: none"> a. 25 percent, or b. an amount equal to 50 percent of the appropriate threshold, whichever is the greater. <p>Furthermore, the Proposed Development is considered against Section 50(1)(a)(iv) of the Roads Act, 1993 as substituted by Section 9(1)(d)(i) of the Roads Act, 2007, states the following concerning EIA requirements:</p> <ul style="list-style-type: none"> a. A road authority or the Authority shall prepare a statement of the likely effects on the environment ('environmental impact statement') of any proposed road development it proposes consisting of– <ul style="list-style-type: none"> (i) any prescribed type of proposed road development consisting of the construction of a proposed public road or the improvement of an existing public road. 				
Conclusion				
Development is not within Part 1 or Part 2, Schedule 5. No EIA/Screening is required.		n/a		
Development is within Part 1 or Part 2 and is greater than, equal to, or there is no threshold EIA Required.		n/a		
Development is within Part 1 or Part 2, Schedule 5 of the Planning & Development Regulations, or Section 50 of the Roads Act, 1993 to 2007 (as amended), or Article 8 of the Roads Regulations, 1994 but is less than the threshold. Preliminary Examination is required.		<p>The development is listed as a class requiring EIA within Part 1 or Part 2 but, as the Proposed Development involves realignment of an existing public road it does not fall under any of the classes in Part 1 or paragraphs 1 to 12 of Part 2 and therefore does not trigger the requirement for mandatory EIA under Schedule 5, Part 2, Item 13.</p> <p>The following is an assessment of the legislative requirements that determine whether an EIA is mandatory for a proposed road development under Section 50 of the Roads Act, 1993 to 2007 (as amended) and Article 8 of the Roads Regulations, 1994. Does the proposed upgrade involve:</p> <ul style="list-style-type: none"> i. The construction of a motorway? <ul style="list-style-type: none"> a. No – mandatory threshold not reached. ii. The construction of a busway? <ul style="list-style-type: none"> a. No - mandatory threshold not reached. iii. The construction of a service area? <ul style="list-style-type: none"> a. No - mandatory threshold not reached. iv. Any prescribed type (as detailed in (a) and (b) above) of proposed road development 		



	<p>consisting of the construction of a proposed public road or the improvement of an existing public road?</p> <p>a. No, the Proposed Development consists of approximately 245m of new road in total, at maximum two-lane width. Therefore, the mandatory threshold trigger for EIA has not been reached.</p> <p>Based on the above, a Preliminary Examination is required under the provisions of Article 103 and 120 of the Planning and Development Regulations 2001 (as amended).</p>
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If the proposed development is not of a class requiring EIA it is not necessary to proceed to Steps 2 and 3.

If the development requires a Preliminary Examination to determine if EIA Screening is required, then proceed to Step 2.

Step 2 – Preliminary Examination

A preliminary examination should be based on professional expertise and experience and having regard to the 'Source - Pathway - Target' model, where appropriate. The examination should have regard to the criteria set out in Schedule 7 to the Planning and Development Regulations 2001 (as amended).

Preliminary Examination		
<i>Size, Location, Nature</i>	<i>Yes / No / Uncertain</i>	<i>Comment</i>
<p>Size of the development:</p> <p>Is the size of the proposed development exceptional in the context of the existing environment?</p> <p>Are there cumulative considerations having regard to other existing and/or permitted projects?</p>	No	<p>The Proposed Development is promoting safer travel along a 0.245km stretch of the N59, spanning 0.6957ha approximately, with an additional area of 0.1700ha temporary site compound for construction of the project. The Proposed Development will involve the reconstruction of existing sections of the N59 as well as the improvement of sections of the road with sub-standard alignment. The provisions of the Proposed Development, i.e., provision of improved section of road allowing for safe stopping sight distances and the achievement of the overall design of the road to contemporary standards, will provide safer access for Vulnerable Road Users and address the identified deficiencies of the road in terms of alignment, cross-section width, curvature, and visibility to improve road safety and reduce the frequency and severity of collisions.</p> <p>There will be no damage to the existing environment as all improvements work as part of the they Road Safety Scheme with minimal land take to carry out the works and</p>



		<p>will all works being applied to the existing infrastructure. Therefore, the size and design of the Proposed Development is in keeping with the existing scale of the surrounding environment.</p> <p>The EIA thresholds can be found in the Planning and Development Regulations 2001-2022, Schedule 5, Part 2 (13)(a) and Part 1 or Part 2, Schedule 5 of the Planning & Development Regulations and Section 50 (1) (a) (iv) of the Roads Act, 1993</p> <p>A Stage 1 Appropriate Assessment Screening Report (AASR) prepared as part of this application has examined plans and projects that may have the potential to result in cumulative and/or in-combination impacts on European Sites. The AASR provided a list of the projects that are considered cumulatively in terms of whether it would be likely to have significant effects on the environment.</p> <p>The AASR determined that it cannot be excluded beyond reasonable scientific doubt, in view of best-scientific knowledge, on the basis of objective information, and in light of the conservation objectives of the relevant European Sites, that the Proposed Development, individually or in combination with other plans and projects, would be likely to have a significant effect on Lough Corrib SAC (000297), Lough Corrib SPA (004042), Galway Bay Complex SAC (000268), and Inner Galway Bay SPA (004031). However, it can be concluded, on the basis of objective information, that the Proposed Development, individually or in combination with other plans or projects, will not have a significant effect on any other European Site.</p> <p>As the AASR determined that there was potential for significant effects on specified EU sites,</p>
<p>Location:</p> <p>Is the proposed development located on, in, adjoining or does it have the potential to impact on an ecologically sensitive site or location?</p> <p>Does the proposed development have the potential to affect other significant</p>	<p>No</p>	<p>The AASR found that the Proposed Development is located in proximity to the Lough Corrib Special Area of Conservation (SAC), the Galway Bay Complex SAC, the Lough Corrib Special Area of Conservation (SPA), and the Inner Galway Bay SPA. Therefore, it was determined that an Appropriate Assessment was required, and therefore a Natura Impact Statement (NIS) has been provided as part of this application.</p>



<p>environmental sensitivities in the area?</p>		<p>The NIS has provided an assessment of all potential direct or indirect adverse effects on the identified European Sites, and determined that:</p> <p><i>“it can be concluded in view of best scientific knowledge, on the basis of objective information that the Proposed Development will not adversely affect the Qualifying Interests/Special Conservation Interest associated with any European site.”</i></p> <p>This includes the SACs and SPAs listed above.</p> <p>the NIS further identified that</p> <p><i>“No Annex I listed habitats, supporting habitat for Annex II species, Red Listed vascular plants or Flora Protection Order species were identified on-site during the site visit.”</i></p> <p>and</p> <p><i>“No invasive species, including those listed on the Third schedule of the European Communities Regulations 2011 (S.I. 477 of 2011), were identified on-site during the site visit.”</i></p> <p>Therefore, <i>“it can be objectively concluded that the Proposed Development, individually, or in combination with other plans or projects, will not adversely affect the integrity of any European Site.”</i></p>
<p>Nature of the development: Is the nature of the proposed development exceptional in the context of the existing environment? Will the development result in the production of any significant waste, or result in significant emissions or pollutants?</p>	<p>No</p>	<p>The proposed works will be required to be undertaken in accordance with the Construction Environmental Management Plan (CEMP). This includes an indicative construction programme for the Proposed Development including the duration and description of works that will occur in each stage. All construction works will follow the general environmental rules for construction which are further detailed in the CEMP.</p> <p>The proposed works will require the removal of trees, hedgerow, and vegetation for the necessary road alignment. Removal of these elements will be limited to only essential areas and will be felled outside the bird nesting season (in accordance with the Wildlife Act 1976). The proposed works will reuse excavated materials in the</p>



		<p>reinstatement of and landscaping areas where appropriate.</p> <p>Waste where it arises, will be stored in designated site waste management areas. Any waste arising from hazardous sources and/or fuels/oils will be disposed of in accordance with the Waste Management Act (1996).</p> <p>The construction of the Proposed Development would not be considered a recognised emitter of greenhouse gases or a source of pollution. Plant and equipment utilised, i.e., 360° excavators, dump trucks, rollers, and pavers, will use fossil fuels, but the potential impact associated with this is immaterial due to the short-term scale of the works.</p> <p>No change in traffic levels along the route are predicted and therefore there will be no additional emissions resulting from the use of private vehicles arising from the operational phase of the Proposed Development.</p> <p>Pollution control measures are outlined in Section 4.4 of the CEMP; measures are provided in relation to hydrocarbons, bitumen and concrete, sediment, and dust.</p>
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Conclusions

Based on a preliminary examination of the nature, size or location of the development, is there a real likelihood of significant effects on the environment?

There is no real likelihood of significant effects on the environment	EIA not required	✓
There is significant and realistic doubt regarding the likelihood of significant effects on the environment	Screening Determination Required	Not Required
Request the applicant to submit the Information specified in Schedule 7A for the purposes of a screening determination.	Schedule 7A information required?	Not required
There is no real likelihood of significant effects on the environment	EIAR not required	✓

The preliminary examination as required by Article(s) 103 and 120 of the Planning and Development Regulations 2001 (as amended) has concluded that formal EIA Screening is not required therefore it is not necessary to proceed to Step 3.

