
LEITRIM COUNTY COUNCIL

MODIFICATIONS AND IMPROVEMENT WORKS TO THE SHEEMORE HERITAGE TRAIL, FROM LEITRIM VILLAGE TO THE ACCESS POINT OF SHEEMORE HILL, SHEEMORE CO. LEITRIM

Environmental Impact Assessment (EIA) Screening Report

OCTOBER 2021

Leitrim County Council
Áras an Chontae,
Townparks,
Carrick-On-Shannon,
Co. Leitrim,
Ireland.



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PROJECT	Modifications and Improvement Works to the Sheemore Heritage Trail, from Leitrim Village to the access point of Sheemore Hill, Sheemore, Co. Leitrim	
CLIENT / JOB NO	Leitrim County Council	6491
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1. INTRODUCTION

1.1 BACKGROUND

Jennings O'Donovan & Partners Limited have been commissioned by Leitrim County Council to carry out an Environmental Impact Assessment (EIA) Screening for modifications and improvement works to the Sheemore Heritage Trail, from Leitrim Village to the access point of Sheemore Hill, Sheemore, Co. Leitrim. A full project description is set out in Section 3 of this report.

This EIA Screening exercise was undertaken to determine if EIA is required for the proposed development as set out in the mandatory and discretionary provisions of the Planning and Development Act, 2000 (as amended) (the Act) and in Schedule 5 of the Planning and Development Regulations, 2001 as amended (the Regulations). Certain projects, listed in Schedule 5 of the regulations, due to their potential for significant environmental effects, require mandatory EIA. Others, also listed in the Schedule 5 of the regulations, contain threshold levels and for projects that fall below these thresholds it is the decision of the competent authority to decide if an EIA (and the associated Environmental Impact Assessment Report (EIAR) is required.

This report has been prepared in accordance with 7A of The Planning and Development Regulations 2001 (As Amended) and with published guidance to document the outcome of an Environmental Impact Assessment (EIA) screening process in respect of the project proposals.

Where developments are under the relevant EIA threshold, planning authorities are required under Article 103 of the 2001 Regulations, as amended, to request an EIA where it considers the proposed development is likely to have a significant effect on the environment. In these cases, the significant effects of the project are assessed relative to the criteria contained in Schedule 7A of the regulations, principally:

- The projects characteristics
- Sensitivity of the project location, and
- Characterisation of potential impacts.

The principal requirement of this report is to assist the competent authority in forming an opinion as to whether or not the project proposal should be subject to Environmental Impact Assessment (EIA).

Further to the above, this proposed development has also been screened for EIA under the Roads Act 1993 (as amended) and the Roads Regulations, 1994.

2. RELEVANT LEGISLATION

EIA provisions in relation to planning permissions are contained in the Part X of the Planning and Development Act, 2000, As Amended (hereafter referred to as “the Planning Act”), and in Part 10 of the Planning and Development Regulations, 2001, As Amended. The 2014 EIA Directive has been transposed into national planning law by the European Union (Planning and Development) (Environmental Impact Assessment) Regulations 2018 (S.I. No. 296 of 2018), with effect from 1 September 2018, and the European Union (Planning and Development) (Environmental Impact Assessment) (No.2) Regulations 2018, with effect from 8th October 2018.

2.1 EIA

The Department of Housing, Planning and Local Government (DHPLG) revised the Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment, in August 2018. These updated Guidelines deal with the new legislative provisions resulting from the 2014 EIA Directive and the European Union (Planning and Development) (Environmental Impact Assessment) Regulations 2018 (S.I. No. 296 of 2018) and how they are to be addressed in practice. The Environmental Protection Agency (EPA) prepared revised (draft) guidance to respond to the 2014 EIA Directive, including Draft Guidelines on the Information to be contained in Environmental Impact Assessment Reports (2017) and Draft Advice Notes for Preparing Environmental Impact Statements (2015). With the transposition complete, The EPA are due to finalise these Guidelines and Advice Notes.

Since the adoption of the 2014 EIA Directive, The European Commission has also prepared a suite of Guidance documents including “Environmental Impact Assessment of Projects, Guidance on Screening (Directive 2011/92/EU as amended by 2014/52/EU)” (2017).

Under the provisions Article 120 of the Planning and Development Regulations 2001 ‘Sub-threshold EIAR’, where a local authority proposes to carry out sub-threshold development, the authority proposing shall carry out a preliminary examination of, at least the size or location of the development. Where there is significant and realistic doubt in regard to the likelihood of significant effects on the environment arising from the proposed development, it shall prepare, or cause to be prepared, the information specified in Schedule 7A for the purposes of a screening determination.

Further to the above, Schedule 5, of the Planning & Development Regulations 2001, as amended, sets out a number of classes and scales of development that require mandatory EIA. The obligations regarding mandatory and sub-threshold assessment are outlined in Section 4 of this EIA Screening Report.

2.2 THE ROADS ACT 1993 (AS AMENDED) & ARTICLE 8 OF THE ROADS REGULATIONS, 1994

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.

3. PROPOSED DEVELOPMENT

3.1 CHARACTERISATION OF THE PROPOSED DEVELOPMENT

3.1.1 The Size and Design of the Whole of the Proposed Development

The proposed improvements/modifications of the route of the approx. 4.03km walking/cycling Sheemore Heritage Trail will start at the Community Centre car park in Leitrim Village off the local road L3390 at Tullylannan Td. and will route as follows;

- Exiting the existing Community Centre carpark in Leitrim Village turning left onto the existing local road L3390 continuing for approx. 0.4km.
- Turning left onto the existing Shannon Erne Waterway Canal Bank Walkway continuing for approx. 1.6km through Tullylannan Td, Killarcane Td, Tirmactiernan Td, and Ballinwing Td past Killarcane Lock No. 16 and Tirmactiernan Lock No. 15.
- Turning right onto the existing local road L33901 at Ballinwing Td. continuing for approx. 0.3km toward the L3390.
- Turning left onto the existing local road L3390 at Ballinwing Td continuing for approx. 0.25km toward the R209 Ballinamore Rd.
- Crossing the existing Regional Ballinamore Road R209 at Ballinwing Td turning left onto a newly constructed approx. 55m of greenway section at Ballinwing Td.
- Turning right onto the currently disused road/trackway proposed to be improved at Ballinwing Td continuing for approx. 0.65km.
- Turning left onto the existing local road L7420 at Ballinwing Td continuing for approx. 0.13km.
- Turning right onto the existing local road L7402 at Ballinwing Td continuing for approx. 0.6km arriving at the proposed modified entrance to Sheemore Hill trail head at Sheemore Td. Opposite the new proposed Sheemore Heritage Trail carpark at Keonbrook Td.

The route of the improved and modified Sheemore Heritage Trail will be traffic free for approximately 2.25km of the total approximate 4.03km length.

The Sheemore Heritage Trail project consists of proposed modifications and improvement works to the Sheemore Heritage Trail from Leitrim Village to the access point of Sheemore Hill, County Leitrim, namely:

1. Construction of a 55m walking/cycling greenway recreational trail on private lands at Ballinwing Townland.
2. Construction of a 650m walking/cycling greenway recreational trail on the existing disused road/trackway between the R-209 and L-7420 at Ballinwing Townland.
3. Development of the Sheemore Visitors Carpark Facility at Keonbrook Townland.
4. Construction of a turnstile at the access point to Sheemore Hill at Sheemore Townland.

5. Provision of associated signage in the townlands of Tullylannan, Killarcan, Ballinwing, Keonbrook and Sheemore.

This Environmental Impact Assessment (EIA) Screening Report specifically refers to areas of proposed development work within the overall Sheemore Heritage Trail Project, i.e., the construction of 705m of walking/cycling Greenway recreational trail, the development of the Visitor Car Park facility and construction of a turnstile at the access point to the Sheemore Hill Trail head.

3.2 PROPOSED DEVELOPMENT LOCATION

The Sheemore Heritage Trail route overall measures approximately 4.03km in length. The proposed development of the walking/cycling greenway recreational trail in the townland of Ballinwing will form 0.705km of the Sheemore Heritage Trail route.

The remaining improvements and modifications comprising the visitors car park facility and the turnstile will be located in Keonbrook and Sheemore townlands respectively. Finally, all associated signage will be provided for in the townlands of Tullylannan, Killarcan, Ballinwing, Keonbrook and Sheemore.

The walking/cycling greenway recreational trail, visitors carpark facility and turnstile elements of the proposed development will be located on private lands currently disposed to agricultural use.

Public land making up the R209 and L7402 road extents will accommodate signage associated with the proposed development. The adjoining land uses are predominantly in agricultural use but are accessible via the R209 and L7402 public roads.

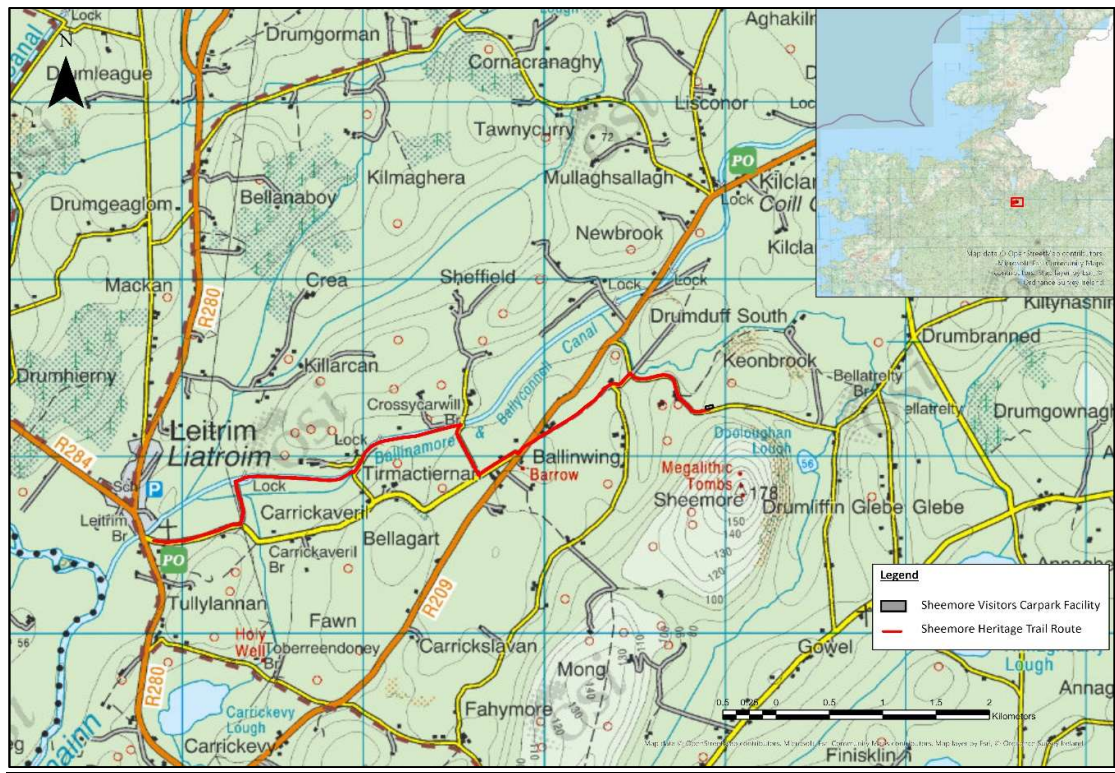


Figure 3.1: Site Location- Discovery Series Map



Figure 3.2: Aerial Photograph of the Site

3.3 PROJECT DESCRIPTION

3.3.1 Project Overview

This Part 8 Development comprises a number of separate but interrelated elements within the site plan which are set out below.

Sheemore is currently accessed via a narrow local road (L7402) off the Regional Ballinamore Road R209. There is no designated car parking facility adjacent to the base of Sheemore Hill and currently cars are left parked on the road edge or at field gates near the trail head which is not ideal. It is proposed to construct a public carpark on the northern side of the L7402 at Keonbrook Td directly opposite the access point to Sheemore Hill. Sheemore Hill is in private ownership and there is no formal access to Sheemore Hill summit. Currently access to Sheemore Hill is gained by climbing over a large boulder to the side of the existing field gate.

Construction of a 55m Walking/Cycling Greenway Recreational Trail on Private lands at Ballinwing Townland

A new walking/cycling greenway recreational trail section constructed on private lands at Ballinwing Td is proposed east of the R209 accessing opposite the junction with the L3390 and routing northeast for approx. 55m. The existing dilapidated natural stone walls on the western side of the proposed walking/cycling greenway recreational trail will be rebuilt to approx. 1m in height. New stock proof larch timber post & rail fencing 1.2m to 1.4m high will be provided on the eastern side of the trackway. The approximately 2.5m wide greenway will be surfaced with unbound CL804 material on geotextile/terram weed barrier allowing free drainage of surface waters beneath. Approximately 12m length of the southern end of the walking/cycling greenway recreational trail will be surfaced with bitumen macadam tying into the existing R209 Ballinamore Road.

Construction of a 650m Walking/Cycling Greenway Recreational Trail on the existing disused road/trackway between the R-209 and L-7420 at Ballinwing Townland.

The entire approx. 650m length of the disused and overgrown existing road/trackway between the R209 and the L7420 at Ballinwing Td will be cleared of overgrowth. The existing dilapidated natural stone walls on both sides of the road/trackway will be rebuilt to approx. 1m in height. New stock proof larch timber post & rail fencing 1.2m to 1.4m high will be provided on either side of the trackway. The approx. 2.5m wide trackway will be surfaced with unbound CL804 material on geotextile/terram weed barrier allowing free drainage of surface waters beneath. Approx. 12m length of the northern end of the trackway will be surfaced with bitumen macadam tying into the existing public roads. Safety signage and gates will be provided at both ends of the trackway. Double galvanized farmyard gates will be installed at the northern end to allow the landowner to access farmlands/farm buildings.

Visitors Carpark Facility

The proposed carpark will be located to the north of the L7402 at Keonbrook Td directly opposite the access point to the Sheemore Trail head. The carpark will be approx. 921m² in area accommodating 19 carpark spaces (including 2 disability carpark spaces), six bike racks and an

interpretative panel detailing Sheemore's archaeological, cultural and ecological heritage. The carpark will have separate signed entry and exit points. Two entry and exit point overhead height restriction barriers including height restriction signage will be provided thus preventing unauthorised access to the carpark of larger vehicles such as camper vans.

The surface of the carpark will be bitumen macadam draining to trapped gullies and a hydrocarbon interceptor (grease, oils, etc.) toward a nearby surface water drain approx. 100m to the northwest. The proposed carpark will be fenced on the north, west, and east sides with stock proof larch timber post & rail fencing 1.2m to 1.4m high. An earth bund will be provided inside the new fence line. The existing stone wall on the south side of the proposed carpark will be retained between the entry and exit points. Directional signage will be installed adjacent the exit point for onward destinations.

Sheemore Hill Access

A turnstile on an engineered concrete plinth including a pedestrian counter (to measure the number of visitors to this site) is proposed to provide the means of access to the Sheemore Hill Trail Head on the south side of the L7402 at Sheemore Td.

Signage

Fingerpost directional signage will be provided at road junctions between; Leitrim Village and Sheemore Hill. Trail posts will be provided at approximately 500m intervals along the total length of the Sheemore Heritage Trail from Leitrim Village to Sheemore Hill access point. Safety signage will be provided where the trail route meets public roads.

Public Lighting

No public lighting is proposed as part of this Part 8 Planning Application.

4. EIA SCREENING

4.1 METHODOLOGY

To determine if an EIA is required, the first step is to determine whether the Project is a class set out in Annex I or II of the Directive. These classes have been broadly transposed into Schedule 5 (Part 1 and 2) of the Planning and Development Regulations 2001, As Amended, with national thresholds included for many of the Annex II classes.

If the project is not subject to a mandatory EIA, EIA may still be required to determine the likelihood of a sub-threshold project having significant effects on the environment. Criteria are included in Annex III of the EIA Directive (transposed into Irish Law in Schedule 7 and Schedule 7A of the Planning and Development Regulations 2001, As Amended) to determine whether a subthreshold development should be subject to an Environmental Impact Assessment.

Mandatory EIA

Section 172 of the Planning & Development Act 2000, as amended, provides the legislative basis for mandatory EIA. It states:

“An environmental impact assessment shall be carried out by a planning authority or the Board, as the case may be, in respect of an application for consent for proposed development where either:

(a) the proposed development would be of a class specified in –

(i) Part 1 of Schedule 5 of the Planning and Development Regulations 2001, and either – I. such development would exceed any relevant quantity, area or other limit specified in that Part, or II. no quantity, area or other limit is specified in that Part in respect of the development concerned,

or

(ii) Part 2 of Schedule 5 of the Planning and Development Regulations 2001 and either – I. such development would exceed any relevant quantity, area or other limit specified in that Part, or II. no quantity, area or other limit is specified in that Part in respect of the development concerned, or

(b) (i) the proposed development would be of a class specified in Part 2 of Schedule 5 of the Planning and Development Regulations 2001 but does not exceed the relevant quantity, area or other limit specified in that Part, and (ii) the planning authority or the Board, as the case may be, determines that the proposed development would be likely to have significant effects on the environment.”

As set out in Section 2 of this EIA Screening Report the relevant legislation pertaining to determination as to whether the proposed development is or is not subject to mandatory EIA are set out in Schedule 5 of the Planning and Development Regulations 2001 (as amended) and the Roads Act 1993 (as amended and Article 8 of the Roads Regulations, 1994.

Schedule 5 of the Planning and Development Regulations, 2001 (as amended) specify categories of development which require mandatory EIA. However, there is no specific class of Development or project categorisation that match relation to the modifications and improvements works specified in this Part 8

This type of development does not require an EIA to be carried out under the Planning and Development Regulations 2001. The proposed modifications and improvement works to the Sheemore Heritage Trail from Leitrim Village to the access point of Sheemore Hill, County Leitrim does not fall under the thresholds of projects in Schedule 5, Part I and II requiring an EIA.

The proposed development does not meet the thresholds to require a mandatory EIA. An overview of these legislative requirements and their applicability to this project are provided in Table 4.1

Table 4.1 Screening Matrix for Mandatory EIA

Mandatory Thresholds	Regulatory Reference	Response
Class 10. - Infrastructure projects Class 11. – Other Projects Class 12. Tourism and leisure Class 13 – Changes, extensions, development and testing Other	Schedule 5 Part 1 and 2 of Schedule 5 of the Planning and Development Regulations 2001 (as amended)	The improvements and modifications to the existing Sheemore Heritage Trail from Leitrim Village to Sheemore & proposed new carpark facility, Sheemore, Co. Leitrim has been assessed against each of the relevant class of development or project categories set out in part's 1 and 2 of Schedule 5 of the Planning and Development Regulations 2001 and has been found not to meet or exceed any mandatory thresholds. Mandatory threshold is not reached.
Construction of a motorway	S. 50 of the Roads Act, 1993, as substituted by S.9(1)(d)(i) of the Roads Act, 2007	The improvements and modifications to the existing Sheemore Heritage trail from Leitrim Village to Sheemore & proposed new carpark facility, Sheemore, Co. Leitrim is not a motorway. Mandatory threshold is not reached.
Construction of a busway	S. 50(1)(a) of the Roads Act, 1993, as substituted by S. 9(1)(d)(i) of the Roads Act, 2007.	The improvements and modifications to the existing Sheemore Heritage trail from Leitrim Village to Sheemore & proposed new carpark facility, Sheemore, Co. Leitrim is not a busway

Mandatory Thresholds	Regulatory Reference	Response
		Mandatory threshold is not reached.
Construction of a Service Area	S. 50(1)(a) of the Roads Act, 1993, as substituted by S. 9(1)(d)(i) of the Roads Act, 2007.	The improvements and modifications to the existing Sheemore Heritage trail from Leitrim Village to Sheemore & proposed new carpark facility, Sheemore, Co. Leitrim is not a Service Area. Mandatory threshold is not reached.
<p>Prescribed type of proposed road development</p> <ul style="list-style-type: none"> • 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 • The construction of a new bridge or tunnel which would be 100 metres or more in length. 	Article 8 of the Roads Regulations, 1994 (Road development prescribed for the purposes of S. 50(1)(a) of the Roads Act, 1993.	<p>The improvements and modifications to the existing Sheemore Heritage trail from Leitrim Village to Sheemore & proposed new carpark facility, Sheemore, Co. Leitrim does not involve provision of four or more lanes anywhere throughout its length.</p> <p>Mandatory threshold is not reached.</p> <p>The improvements and modifications to the existing Sheemore Heritage Trail from Leitrim Village to Sheemore & proposed new carpark facility, Sheemore, Co. Leitrim does not involve the construction of a bridge or tunnel.</p> <p>Mandatory threshold is not reached.</p>

Table 4.2 Screening Matrix for Sub-Threshold Developments

Sub-Threshold Requirements	Regulatory Reference	Response
Where An Bord Pleanála (ABP) considers that a proposed road development would be likely to have significant effects on the environment, it shall direct the road authority to prepare an EIA.	S. 50(1)(b) of the Roads Act, 1993.	ABP has not directed the Road Authority to prepare an EIA
Where a road authority considers that a proposed road development would be likely to have significant effects on the environment, it shall inform ABP in writing and where ABP concurs, it shall direct the road authority to prepare an EIA.	S. 50(1)(c) of the Roads Act, 1993.	Leitrim County Council does not consider the proposed development as being likely to have significant effects on the environment.

Sub-Threshold Requirements	Regulatory Reference	Response
<p>Where a proposed road development would be located on certain environmental sites the road authority shall decide whether the proposed development would be likely to have significant effects on the environment. The sites concerned are:</p> <p>i. a European Site, meaning</p> <ul style="list-style-type: none"> a) a candidate site of Community importance, b) a site of Community importance, c) a candidate special area of conservation, d) a special area of conservation, e) a candidate special protection area, or, f) a special protection area <p>ii. land established or recognised as a nature reserve within the meaning of section 15 or 16 of the Wildlife Act, 1976 (No. 39 of 1976),</p> <p>iii. land designated as a refuge for fauna under section 17 of the Wildlife Act, 1976 (No. 39 of 1976),</p> <p>The road authority concerned shall decide whether the proposed road development would or would not be likely to have significant effects on the environment, and if the authority decides that the proposed road development would be likely to have such effects, paragraph (c) shall apply accordingly.</p>	<p>S. 50(1)(d) of the Roads Act, 1993, as amended by reg. 56(7) of the European Communities (Birds and Natural Habitats) Regulations 2011).</p>	<p>Leitrim County Council decided that the proposed development would not be likely to have significant effects on the environment</p>

4.2 EIA SCREENING SCHEDULE 7 OF PLANNING & DEVELOPMENT REGULATIONS 2001

It should not be necessary to provide specialist studies or technical reports to complete this screening process, rather to investigate where further studies may be required, and where risks, if any, to the integrity of the receiving environment may lie.

Table 4.3: Criteria by which Environmental Impact is evaluated (Schedule 7)

CRITERIA	SUMMARY OF LEVEL OF DETAIL	PHASE
<p>Characterisation of the project</p>	<ul style="list-style-type: none"> a) the size and design of the whole of the proposed development, b) the cumulation with other existing development and/or development the subject of a consent for proposed development for the purposes of 	<p>Construction</p> <p>Operation</p>

CRITERIA	SUMMARY OF LEVEL OF DETAIL	PHASE
	<p>section 172(1A)(b) of the Act and/or development the subject of any development consent for the purposes of the Environmental Impact Assessment Directive by or under any other enactment,</p> <p>c) The nature of any associated demolition works,</p> <p>d) the use of natural resources, in particular land, soil, water and biodiversity,</p> <p>e) the production of waste,</p> <p>f) pollution and nuisances,</p> <p>g) the risk of major accidents, and/or disasters which are relevant to the project concerned, including those caused by climate change, in accordance with scientific knowledge, and</p> <p>h) the risks to human health (for example, due to water contamination or air pollution)</p>	
Location of the project	<p>a) the existing and approved land use,</p> <p>b) the relative abundance, availability, quality and regenerative capacity of natural resources (including soil, land, water and biodiversity) in the area and its underground,</p> <p>c) the absorption capacity of the natural environment, paying particular attention to the following areas:</p> <p>(i) wetlands, riparian areas, river mouths;</p> <p>(ii) coastal zones and the marine environment,</p> <p>(iii) mountain and forest areas,</p> <p>(iv) nature reserves and parks,</p> <p>(v) areas classified or protected under legislation, including Natura 2000 areas designated pursuant to the Habitats Directive and the Birds Directive and;</p> <p>(vi) areas in which there has already been a failure to meet the environmental quality standards laid down in legislation of the European Union and relevant to the project, or in which it is considered that there is such a failure;</p> <p>(vii) densely populated areas;</p> <p>(viii) landscapes of historical, cultural or archaeological significance.</p>	
Type and characteristics of the potential impact	<p>Taking into account:</p> <p>a) the magnitude and spatial extent of the impact (for example geographical area and size of the population likely to be affected),</p> <p>b) the nature of the impact,</p> <p>c) the transboundary nature of the impact</p> <p>d) the intensity and complexity of the impact,</p> <p>e) the probability of the impact,</p> <p>f) the expected onset, duration, frequency and reversibility of the impact,</p> <p>g) the cumulation of the impact with the impact of other existing and/or development the subject of a consent for proposed development for the purposes of section 172(1A)(b) of the Act and/or development the subject of any development consent for the purposes of the Environmental Impact Assessment Directive by or under any other</p>	<p>Construction</p> <p>Operation</p>

CRITERIA	SUMMARY OF LEVEL OF DETAIL	PHASE
	enactment, and the possibility of effectively reducing the impact.	

4.2.1 Cumulation with Other Existing Development and Consented Development Under Section 172(1A)(B) and Subject to EIA

An examination was made of all planning applications on the Leitrim County Council Planning Map Viewer showing neighbouring developments are shown in Table 4.4.

Table 4.4: List of Recent Planning Applications

Planning Reference	Description of Development	Site Address	Decision Date	Distance from Site
17113	construct a dry-bedded agricultural shed and carry out all associated site development works	Ballinwing Townland, Co. Leitrim	27/10/2017	Approximately 0.298 km
20215	to erect 1 no. dry bed sheep shed complete with all ancillary site works	Sheffield Td., Leitrim Village, Co Leitrim	04/02/2021	Approximately 0.333 km

In this context, there are no relevant projects in the area which could cause significant in-combination effects with the proposed development.

4.2.2 The Nature of Any Proposed Demolition Works

There is unlikely to be any demolition works associated with the proposed development.

4.2.3 The Use of Natural Resources, In Particular Land, Soil, Water and Biodiversity

The proposed walking / cycling greenway recreational trail will encompass a total length of 0.705km once constructed. This is in addition to 3.325km of this overall Sheemore Heritage Trail route is currently already utilised as public road infrastructure which will continue to accommodate its existing use and cater for additional pedestrian and cycling use. The proposed development will have a connection to the public water supply as this is a serviced site. Some water will be used off during construction for making concrete for foundation elements of features such as the turnstile, gate piers and signage poles. Elsewhere, imported geotextile / terram weed barrier materials, unbound clause 804 granular stone and bitumen macadam will be employed for use in the development of the new walking/cycling greenway recreational trail and visitor's carpark facility

respectively. The proposed modifications and improvement works is located on land which is currently either disposed to agricultural use, in disuse (disused road/trackway) or forms margins of the existing public road infrastructure (R209 and L7402).

4.2.4 The Production of Waste

Some waste may be produced in the form of leftover construction materials during the construction phase as well as grease, oils etc. retained and recovered from trapped gullies and a hydrocarbon interceptor serving the car park facility during the operational life of the proposed development.

Construction Waste

Much of the material excavated for the modifications and improvements works will be used to reinstate those areas post construction or stored in a designated area or as earth bund material for the proposed development visitor's carpark facility.

Hydrocarbon Interceptor and residual Gully Waste

Hydrocarbon interceptor and gully drainage system maintenance and clearance work will routinely produce unwanted waste products. A maintenance contract will be entered into with an appropriately licensed waste management firm to remove wastes for treatment / disposal in a manner compliant with prevailing national waste management legislation.

4.2.5 Pollution and Nuisances

During the modifications and improvements works phase there is potential for nuisance from dust generated during excavations. This will be temporary and can be mitigated by good general housekeeping and damping down surfaces where dust can potentially become friable.

The proposed development when operating will not lead to any pollution of nearby watercourses or groundwater resource subject to upkeep of installed pollution prevention controls. There is potential for pollution of nearby watercourses or groundwater during construction from accidental spillages of hydrocarbons, cement and release of unbound sediment from excavations. Mitigation measures will be implemented to see that the potential for water pollution is minimised.

4.2.6 Residues and Emissions

No appreciable effect on the air quality in the immediate environs of the Proposed Development is expected from the modifications and improvements works phase and subsequent use of the Sheemore Heritage Trail.

4.2.7 Noise and Vibrations Emissions

The modifications and improvement works to the Sheemore Heritage Trail have the potential to generate noise nuisance from machinery during construction. Noise generated during construction will be relatively short-lived and temporary in nature. Noise mitigation can be implemented as

needed such as enclosure of plant and erection of acoustic screening in the vicinity of local residences.

4.2.8 The Risk of Major Accidents, and/or Disasters Relevant to the Project, Including Climate Change

There is potential for accidents from plant and machinery used during construction to result in hydrocarbon pollution of surface watercourses or groundwater. It is envisaged that refuelling will take place at the Contractor's temporary site compound and use of appropriate pollution prevention controls in the form of bunded fuel storage kits, refueling drip trays and spill kits will be available and provided on all plant used during construction works.

Accidents on construction sites are a constant risk. However, a Project Supervisor Design Process (PSDP) will be appointed, and a Project Supervisor Construction Stage (PSCS) will be appointed to see to the effectiveness in addressing and co-ordinating health & safety matters throughout the project. Best Practice Health & Safety procedures will be followed on site. Tool box talks and site initiation will be held for all site workers and any personnel entering the site for the first time. All site workers will have a valid Safe Pass No change in risk of accidents is expected as a result of the proposed development.

To reduce the risk of road traffic accidents the proposed development will incorporate appropriate road safety signage approaching key intersections to advise motorists of shared pedestrian and cycling use of the R209 and L7402 public road.

4.2.9 Risks to Human Health

There is potential for air pollution from dust generated during construction, although given the distance from sensitive receptors and the implementation of mitigation measures, this is not expected to be a significant effect.

During the construction of the proposed development, there is potential for pollution of watercourses and/or groundwater from excavations or accidental hydrocarbon spillages and release of cementitious materials. These will be mitigated as outlined in previous sections.

There will be no long-term effects from air pollution given the nature of the proposed development.

4.2.10 Socio Economic Impacts

The project will directly provide for temporary employment of engineering, civil design and construction personnel during its design and build phase.

The proposed development will also indirectly support local tourism and recreation related enterprises and may attract greater visitors and economic expenditure in the area generally as well as promoting greater awareness and appreciation of local cultural heritage and nature resources

active travel and health and wellbeing. The overall benefits of the project in terms of socio-economic benefits are positive.

4.3 LOCATION OF PROPOSED DEVELOPMENT

4.3.1 The Existing & Approved Land-Use

Habitats

Several habitat types (according to *A Guide to habitats in Ireland* by J.A. Fossitt - Classification Codes and Descriptions, [2000]) have been identified as part of ecological surveys area associated with an assessment of the proposed development, namely:

- GS4 Wet grassland;
- GA1: Improved agricultural grassland;
- BL1: Stone walls;
- GS2: Grassy verges;
- WS1: Scrub, and a transitional WL1: Hedgerow / WL2: Treeline; and,
- ED2: Bare Ground.

Ecological surveys also confirm there is no Annex I habitat occurring within the area proposed for works. No rare, threatened, or protected species of plants were found. No species listed in the Flora Protection Order (2015) were found to be growing within the proposed site of works or adjoining lands. An ecological survey and Appropriate Assessment findings for the proposed development is included in Appendix B of the Environmental Feasibility Study informing the Part 8 Development proposals.

4.3.2 Abundance, Quality and Regenerative Capacity of Natural Resources (Including Soil, Land, Water & Biodiversity) in the Area & its Underground

There are ten European Sites potentially hydrologically linked downstream to the proposed Visitors Carpark Facility works via the Mackan 26 stream. These sites are outlined in **Table 4.5**.

Table 4.5 European Sites potentially hydrologically linked to Mackan 26

European Site	Approximate Distance Downstream from Visitors Carpark Facility (km)
Special Area of Conservation	
Lough Forbes Complex SAC (001818)	44.5
Lough Ree SAC (000440)	79.2
River Shannon Callows SAC (000216)	113.2
Lough Derg, North-east Shore SAC (002241)	173.4
Lower Shannon SAC (002165)	211.1
Special Protection Area	
Ballykenny-Fisherstown Bog SPA (00410)	64.6
Lough Ree SPA (004064)	79.2
Middle Shannon Callows SPA (004096)	113.2
Lough Derg (Shannon) SPA (004058).	173.4
River Shannon and River Fergus Estuaries SPA (004077)	242.1

In relation to the proposed works at the visitor car park, the Mackan 26 stream initially meanders northwest and then southwest for approx. 3.7km before merging with the Shannon Upper River (IE_SH_26S020550; Seg Code 26_3641). This River flows for a further 40.8km southeast until it reaches Lough Forbes Complex SAC (001818) and the Ballykenny-Fisherstown Bog SPA (004101) located approx. 64.6km downstream of the proposed car park site. The Shannon [Upper] River continues to meander southwest for a further 14.6km before entering Lough Ree SAC (000440) and Lough Ree SPA (004064) and later into the River Shannon Callows SAC (000216) and Middle Shannon Callows SPA (004096) (approximately 113.2km downstream from the proposed visitor car park), Lough Derg, North-east Shore SAC (002241) and Lough Derg (Shannon) SPA (004058 (approximately 173km downstream). The Shannon River then travels south and into the Lower Shannon SAC (002165) (approximately 211km downstream) and River Shannon and River Fergus Estuaries SPA (004077) where it discharges into the Atlantic Ocean approximately 242km from the proposed visitor car park.

The distance between the visitors carpark facility and the Mackan 26 is approximately 255m. Considering the size and scale of the proposed car park, the temporary nature of the construction works, the runoff from the visitors carpark facility during operation and the intermediate soakaway potential, there is unlikely to be a significant effect on any European Site hydrologically linked downstream (and identified above in **Table 4.5**) either during the construction or operation periods.

The proposed project will not be located within the boundary of any European Site, with the nearest such site, the Cuilcagh - Anierin Uplands Special Area of Conservation (SAC) (000584) located approximately 9.4 km north of the proposed project (**Figure 4.1**). The nearest Special Protection Area (SPA) is Lough Arrow SPA, located approximately 17.9 km west of the proposed development site of works (**Figure 4.1**). The latter SPA site also overlaps with Lough Arrow SAC. There is no downstream hydrological link to the Cuilcagh-Anierin Uplands SAC, Lough Arrow SAC (001673) or Lough Arrow SPA (004050).

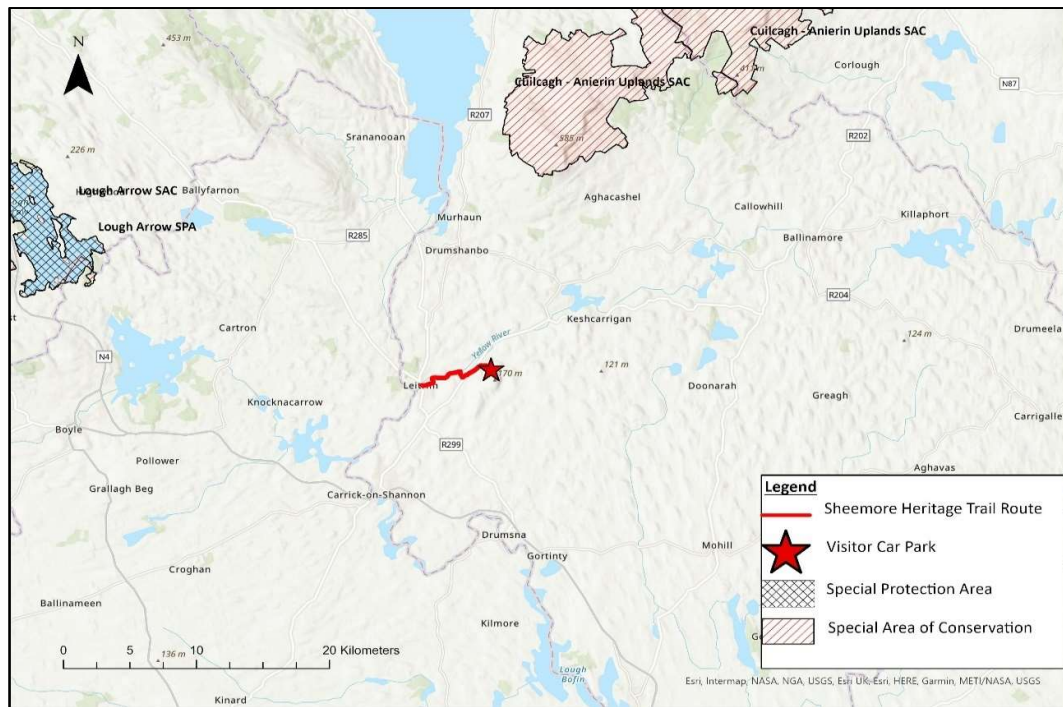


Figure 4.1: European Designated Sites

Table 4.6 Relevant European Sites, reasons for designation and data for Screening

Designated Site	Reasons for designation (information correct as of 10 th September 2021) (*denotes a priority habitat)	Distance from visitor car park and Greenway (km)	Source-Pathway-Receptor Linkage
SPECIAL AREAS OF CONSERVATION (SACs)			
Cuilcagh - Anierin Uplands SAC (000584) Conservation objectives available at: https://www.npws.ie/sites/default/files/protected-sites/conservation-objectives/CO000584.pdf	Habitats Oligotrophic waters containing very few minerals of sandy plains (<i>Littorelletalia uniflorae</i>) (3110) Natural dystrophic lakes and ponds (3160) Northern Atlantic wet heaths with <i>Erica tetralix</i> (4010) European dry heaths (4030) Alpine and Boreal heaths (4060) Species-rich <i>Nardus</i> grasslands, on siliceous substrates in mountain areas (and submountain areas, in Continental Europe)* (6230) Blanket bogs (* if active bog) (7130) Transition mires and quaking bogs (7140) Petrifying springs with tufa formation (<i>Cratoneurion</i>)* (7220)	Approximately 9.4 km northeast of proposed development.	Construction phase No: There is no downstream hydrological link from the proposed development to this SAC or any aquatic related QI thereof. There is no potential SPR to this European Site. The intervening distance and landscape of over 9km northeast to the SAC from the proposed project separates all terrestrial related QI, where no significant effect(s) is/are likely to occur. Operation phase No: The proposed site of works lie entirely within the Shannon[Upper]_020 WFD

Designated Site	Reasons for designation (information correct as of 10 th September 2021) (*denotes a priority habitat)	Distance from visitor car park and Greenway (km)	Source-Pathway-Receptor Linkage
	<p>Siliceous scree of the montane to snow levels (<i>Androsacetalia alpinae</i> and <i>Galeopsietalia ladani</i>) (8110)</p> <p>Siliceous rocky slopes with chasmophytic vegetation (8220)</p>		<p>Sub catchment while the SAC lies upstream and within several other separate subcatchments.</p> <p>There is potential for leaching from the visitor car park into groundwater. However, the car park will be designed in accordance with the <i>Recommendations for Site Development Works for Housing Areas</i> and also the recommendations of the <i>Greater Dublin Strategic Drainage Study (GDSDS)</i>.</p>
<p>Lough Arrow SAC (001673)</p> <p>Conservation objectives available at:</p> <p>https://www.npws.ie/sites/default/files/protected-sites/conservation-objects/CO001673.pdf</p>	<p>Habitats</p> <p>Hard oligo-mesotrophic waters with benthic vegetation of <i>Chara</i> spp. (3140)</p>	<p>Approximately 17.9 km west of the proposed development.</p>	<p>Construction phase</p> <p>No: There is no hydrological link from the proposed development work area to this SAC or any aquatic related QI thereof. There is no potential SPR to this European Site.</p> <p>The intervening distance and landscape of over 17 km west to the SAC from the proposed project separates all terrestrial related QI, where no significant effect(s) is/are likely to occur.</p> <p>Operation phase</p> <p>No: The visitor car park will be designed in accordance with the <i>Recommendations for Site Development Works for Housing Areas</i> and also the recommendations of the <i>Greater Dublin Strategic Drainage Study (GDSDS)</i>.</p>
SPECIAL PROTECTION AREAS (SPAs)			
<p>Lough Arrow SPA (004050)</p> <p>Conservation objectives available at:</p> <p>https://www.npws.ie/sites/default/files/</p>	<p>Birds</p> <p>Little Grebe (<i>Tachybaptus ruficollis</i>) (A004)</p> <p>Tufted Duck (<i>Aythya fuligula</i>) (A061) Wintering and Resident</p> <p>Wetland and Waterbirds [A999]</p>	<p>Approximately 17.9 km west of the proposed development.</p>	<p>Construction phase</p> <p>No: There is no hydrological link from the proposed proposed development site of works to this SPA or any species of SCI thereof. There is no potential SPR to this European Site.</p>

Designated Site	Reasons for designation (information correct as of 10 th September 2021) (*denotes a priority habitat)	Distance from visitor car park and Greenway (km)	Source-Pathway-Receptor Linkage
<p><u>protected-sites/conservation objectives/CO004050.pd</u></p> <p>f</p>			<p>The intervening distance and landscape of over 17 km west to the SPA from the proposed project separates all SCI, where no significant effect(s) is/are likely to occur.</p> <p>Operation phase</p> <p>No: The visitor car park will be designed in accordance with the <i>Recommendations for Site Development Works for Housing Areas</i> and also the recommendations of the <i>Greater Dublin Strategic Drainage Study (GSDSDS)</i>.</p>

It is unlikely that sediment run-off from the construction or operational phase of the visitor car park will occur. However, in the unlikely event of such an occurrence, there is potential for sediments and nutrients to be carried to the Mackan_26 Order 2 stream. The nearest European Site which has a potential downstream hydrological link to the Mackan_26 is the Lough Forbes Complex SAC (001818) over 40km downstream. Due to the scale and scope of the proposed works related to the proposed development, the embedded design measures, and extensive intervening distances from any European Site within the Zol, it was considered that negative impacts would not occur on any European Site that have no direct or indirect SPR to the proposed development.

There will be no SPR linkage that will cause significant effect to any European Site from the proposed works during the construction phase. The discharge from the drainage pipe has potential to carry sediments and nutrients from the visitor car park to the Mackan 26 which has a potential hydrological link to European Sites downstream. Considering the size and scale of the proposed works, the potential impacts on these distant European Sites are not likely to be significant. Storm drainage for the entire development shall be designed in accordance with the *Recommendations for Site Development Works for Housing Areas* and also the recommendations of the *Greater Dublin Strategic Drainage Study (GSDSDS)*.

The catchment profile indicates groundwater flow of a south to southwestern direction to the Shannon River Basin. Additionally, the distance between the proposed works and the nearest European Sites, namely the Cuilcagh - Anierin Uplands SAC, Lough Arrow SAC and Lough Arrow SPA shows undulating topography. Therefore, the discharge to the storm drain during the operation phase is unlikely to cause any significant effect to European Sites.

Therefore, with due consideration, impacts on the conservation objectives of the designated sites outlined above in **Table 4.6** were not considered likely

LAND

No significant change will result from the proposed development.

SOIL

No change in soils is anticipated from the proposed development.

BIODIVERSITY

The proposed development will predominantly remove or alter areas comprising bare ground, grassy verges, improved and wet grassland and low-quality hedgerow /scrub. The improved agricultural grassland and field hedgerow will largely be maintained with some reduction in grazing area and tree/hedgerow extent available overall. The agricultural grassland which will be developed is grassland pasture and does not constitute high biodiversity value while it is envisaged (in so much as possible to accommodate works supporting the development of the walking / cycling greenway) the existing tree and hedgerow extents will be retained.

There is not expected to be a significant negative impact on European Designated sites in the vicinity of the proposed development. There is not expected to be any significant effect on any mammal species currently present utilising the site of the proposed development. An Ecological Impact Assessment (EclA) and a Screening for Appropriate Assessment has been produced for the proposed development.

4.3.3 The Absorption Capacity of the Natural Environment

- (i) The proposed development will not have a significant negative effect on any wetlands, riparian areas or river mouths.
- (ii) The proposed development is unlikely to have any significant effects on coastal zones or the marine environment given the scale of the development and the distance to the coastal area from the proposed development.
- (iii) The proposed development will not result in any significant negative effects on mountains or forested areas given the location of the proposed development in a lowland area with no areas of forestry in the vicinity.
- (iv) There are no nature reserves or parks in the vicinity of the proposed development and so there will be no significant negative effects.
- (v) Effects on European Designated sites are outlined in Section 4.4.2.
- (vi) The proposed development is not located in an area where there has been a failure to meet environmental standards laid out by the European Union.

4.3.4 Types and Characteristics of Potential Impacts

Potential impact type and characteristics accruing from the proposed development are limited and unlikely to result in significant impacts to the natural environment. They include remediated runoff

of sediments and accidental release of contaminants from plant and equipment utilised in the construction of the visitor car park facility and its long-term operational use. Similarly, the impacts of the recreational walking / cycling greenway trail are most likely to emanate from the construction phase and unintended spillages or contamination of the local surface hydrology and groundwater systems from mishandling or failure of plant and machinery and associated mishandling of fuels and construction materials. Application of relevant pollution prevention controls and supervision of work to ensure sensitive ecological receptors are protected will reduce or eliminate the potential impacts to a satisfactory level.

4.3.5 Extent of the Impact (Geographical Area & Size of the Affected Population)

Any potential impacts will be confined to the immediate townland areas affected by the proposed development. Provided best practice construction methods are employed during the construction of the proposed development, no significant environmental impacts, such as sedimentation to local watercourses, are envisaged.

4.3.6 Landscape & Visual Impact

Given the relatively limited scale nature of the proposed development site and the fact that the proposed development substantially merges with existing development (R209 and L7402) and the design provision to accommodate the retention of existing hedgerows, tree lines and existing stone wall elements, the proposed development is unlikely to have any significant impact on the landscape of the area.

4.3.7 Archaeology

A total of 5 recorded monuments are located in the vicinity of the proposed development. None of these monuments will be directly impacted by the proposed development. **Table 4.7** details the monuments, the specific record reference, the townland and monument type.

Table 4.7 Recorded monuments in landscape surrounding Sheemore.

Recorded Archaeological Remains			
No.	RMP Ref.	Townland	Monument Type
1.	LE027-039001-	Ballinwing	Ringfort
2.	LE027-039003-	Ballinwing	Hut site
3.	LE027-044001-	Ballinwing	Standing Stone
4.	LE027-044----	Ballinwing	Ringfort
5.	LE027-046----	Ballinwing	Enclosure

An assessment found that the proposed development will not directly impact any upstanding monuments. The archaeological significance of the area and the number of monuments in the surrounding landscape highlight the possibility of sub-surface archaeology surviving in the area of the proposed development.

4.3.8 Construction Traffic

It is proposed that construction plant and machinery will access the proposed development off the R209 and L7402 at either end of the recreational walking / cycling greenway and separately via the L7402 in the townlands of Keonbrook and Sheemore to access the field opposite the entrance to the Sheemore Trail. There is an existing gated access to the proposed development site.

4.3.9 The Nature of the Impact

The nature of any potential impacts will be low given the size and spatial extent of the proposed development.

4.3.10 Transboundary Nature of the Impact

There will be no transboundary impacts associated with the proposed development.

4.3.11 Intensity & Complexity of the Impact

Impacts from the proposed development in terms of their intensity and complexity are not likely to be significant.

4.3.12 Probability of the Impact

The probability of significant impacts from the proposed development are likely to be low.

4.3.13 Expected Onset, Duration, Frequency and Reversibility of the Impact

In respect to their expected onset, duration, frequency and reversibility the impacts from the proposed development are likely to be minor.

4.3.14 Cumulation of the Impact with Other Existing Development and/or Development Under Section 172(1A)(B) of the Act and/or Development Subject to EIA

The proposed development is unlikely to have a cumulative effect with other proposed developments in the area as there are few proposed developments of significant scale in the area.

Given the scale of the proposed development and the fact that developments are unlikely to be constructed at the same time, these effects are not considered to be potentially significant.

4.3.15 The Possibility of Effectively Reducing the Impact

Potential impacts associated with the proposed development have been identified in the Environmental Feasibility Study Report and the appended summary ecology and Appropriate Assessment (AA) and Cultural Heritage Impact Assessment reports informing the Part 8 Development proposal.

The design of the proposed development has taken environmental constraints into consideration in that it is not located so as to significantly impact on known archaeological features, watercourses, ecological features or designated areas.

4.4 EIA SCREENING SCHEDULE 7A OF PLANNING & DEVELOPMENT REGULATIONS 2001

It should not be necessary to provide specialist studies or technical reports to complete this screening process, rather to investigate where further studies may be required, and where risks, if any, to the integrity of the receiving environment may lie.

Table 4.5: Information to be provided for the purpose of screening sub-threshold developments for EIA

CRITERIA	SUMMARY OF LEVEL OF DETAIL	PHASE
A description of the proposed development	a) a description of the physical characteristics of the whole proposed development and, where relevant, of demolition works, and b) a description of the location of the proposed development, with particular regard to the environmental sensitivity of geographical areas likely to be affected.	Construction Operation
A description of the aspects of the environment likely to be significantly affected by the proposed development		Construction Operation
A description of any likely significant effects, to the extent of the information available on such effects, of the proposed development on the environment	a) the expected residues and emissions and the production of waste, where relevant, and b) the use of natural resources, in particular soil, land, water and biodiversity.	Construction Operation
The compilation of the information at paragraphs 1 to 3 shall take into account, where relevant, the criteria set out in Schedule 7.		Construction Operation

4.4.1 A Description of the Proposed Development

A full description of the proposed development has been provided in **Section 3.2** and is not repeated here. It is not anticipated that any significant environmental effects will result from the proposed development.

A description of the location of the proposed development is provided in **Section 3.1**. The proposed development site is not located within a designated Natura 2000 site (Refer to Figure 4.1). The closest site is Cuilcagh-Anierin Uplands Special Area of Conservation (SAC) located approximately 9.4km to the north of the proposed development.

The proposed development is located in the townlands of Ballinwing, Killarcane, Keonbrook, Sheemore, Tirmactiernan and Tullylannan on a mix of public and private lands in an area largely dominated by agricultural land-use. The nearest residential dwellings are within c.400m of the proposed development site. These residences are one off dwellings and there no major centres of population in close proximity to the proposed development.

The proposed development is not located on valuable habitat such as blanket bog or other annex 1 habitat. No significant change will result from the proposed development on soils.

The Environmental Feasibility Study Report includes an assessment of the aspects of the environment likely to be significantly affected by the proposed development. A hydrological and hydrogeological assessment are included in the Environmental Feasibility Study Report which outlines appropriate mitigation measures to protect groundwater and surface water resources in the area.

4.4.2 Aspects of the environment likely to be significantly affected by the proposed development

It is not currently anticipated that there will be any significant effects on the environment from the proposed development. Assessments undertaken as part of the Environmental Feasibility Study Report which inform the Part 8 Development proposal address the following topics:

- Biodiversity;
- Cultural Heritage
- Population and human health.
- Landscape and Visual;
- Soils and Geology;
- Water;
- Noise and Vibration;
- Air Quality; and
- Transport.

Any negative effects predicted from these assessments will have design and mitigation measures implemented to reduce any potential effects.

4.4.3 A description of any likely significant effects, to the extent of the information available on such effects, of the proposed development on the environment

It is not predicted at this stage that there will be any significant effects from the proposed development.

An assessment has been carried out which finds that the most impactful effects to the environment are posed by the potential uncontrolled release of sediments and/ or contaminants associated with the construction phase of the proposed development. Mitigation is proposed to substantially reduce or avoid the potential for any significant release of contaminants to impact the local groundwater environment and local surface waters. Suitable design and management of the groundworks will minimise the risks posed to the environment and the environmental feasibility study report outlines design and mitigation measures to reduce or avoid any potential negative impacts.

4.4.4 The compilation of the information at paragraphs 1 to 3 shall take into account, where relevant, the criteria set out in Schedule 7.

The information outlined above has taken into account the criteria set out under Schedule 7 of the Regulations which is outlined in the **Sections 4.2 to 4.4** above.

Table 4.6: Characteristics of The Proposed Development

CHARACTERISTICS OF THE PROPOSED DEVELOPMENT			
Potential Impact	LOW	MEDIUM	HIGH
CONSTRUCTION AND OPERATION OF THE PROPOSED DEVELOPMENT			
The size of the proposed development	705m improvement/modification works for the construction of a walking/cycling greenway recreational trail; and 921m ² visitor's carpark facility		
In-combination effects with other proposed developments	Low		
Nature of demolition works	N/A		
The use of natural resources, in particular land, soil and biodiversity	Low		
The production of waste	Low		
Pollution and nuisances	Low Construction phase (estimated 4-6 months) design to mitigate.		
The risk of major accidents and/or disasters which are relevant to the project concerned, including those caused by climate change, in accordance with scientific knowledge.	Low		
The risks to human health (for example due to water contamination or air pollution).	Low		

CHARACTERISTICS OF THE PROPOSED DEVELOPMENT			
Potential Impact	LOW	MEDIUM	HIGH
Impacts on traffic from works on roads and bridges along the proposed route.	Low – temporary works.		
Impacts on traffic on the local and regional road network from construction traffic.	Low		
LOCATION OF PROPOSED DEVELOPMENT			
The existing and approved land-use	Low.		
The relative abundance, quality, and regenerative capacity of natural resources (including soil, water, land and biodiversity) in the area and its underground.	Low.		
The absorption capacity of the natural environment, paying particular attention to the following areas:			
Wetlands, riparian areas, river mouths	Low		
Coastal zones and the marine environment	Low		
Mountain and forest areas	N/A		
Nature reserves and parks	Low		
Areas classified or protected under National Legislation; Natura 2000	Low – Works to provide a turnstile on engineered plinth will occur on the boundary of a proposed natural heritage Area (NHA) - Sheemore Wood. In this instance scale of the works is very limited is not anticipated to impact on the Sheemore Wood pNHA		
Areas in which there has already been a failure to meet the environmental	WFD Status 2013-2018 Shannon Upper River (IE_SH_26S020550)		

CHARACTERISTICS OF THE PROPOSED DEVELOPMENT			
Potential Impact	LOW	MEDIUM	HIGH
quality standards, laid down in European Union legislation and relevant to the project, or in which it is considered that there is such a failure			
Densely populated areas	Low		
Landscapes and sites of historical, cultural, or archaeological significance		Archaeology – Medium – 5 recorded monuments within the vicinity of the proposed development. However, an assessment found that the proposed development will not directly impact any upstanding monuments.	
TYPE AND CHARACTERISTICS OF POTENTIAL IMPACTS			
The likely significant effects of the project on the environment must be considered in relation to criteria set out in the two sections above with regard to the impact of the project on the factors specified in Article 3(1), taking into account:			
The magnitude and spatial extent of the impact (e.g. geographical area and size	Low		

CHARACTERISTICS OF THE PROPOSED DEVELOPMENT			
Potential Impact	LOW	MEDIUM	HIGH
of the population likely to be affected)			
The nature of the impact	Low		
The transboundary nature of the impact	N/A		
The intensity and complexity of the impact	Low		
The probability of the impact	Low - Mitigation measures in design and applied in operation.		
The expected onset, duration, frequency, and reversibility of the impact.	Low		
The in-combination impact with other existing and/or approved projects	Low		
The possibility of effectively reducing the impact			High

5. CONCLUSION

An EIA is not considered to be required for the proposed development as it falls well under the threshold criteria that apply in terms of projects outlined in Schedule 5 of the Planning and Development Regulations.

The proposed development is not likely to result in significant effects on the environment under Schedule 7 or 7A of the Planning and Development Regulations 2001 (as amended).

6. REFERENCES

- 1) EPA (2017) Guidelines on the Information to be Contained in Environmental Impact Assessment Reports (Draft). Environmental Protection Agency.
- 2) The Draft Bioenergy Action Plan (October 2014). Department of Communications, Energy and Natural Resources.
- 3) EU (2017) Environmental Impact Assessment of Projects, Guidance on Screening (Directive 2011/92/EU as amended by 2014/52/EU).
- 4) Fossit J.A. (2000). A Guide to Habitats in Ireland.