



# STRATEGIC ROAD MAINTENANCE FACILITY AT DRUMFIN



## Environmental Impact Assessment Screening Report

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An Roinn Iompair  
Department of Transport



Sligo County Council  
Comhairle Chontae Shligigh

**Sligo.**



# Strategic Road Maintenance Facility at Drumfin

## Environmental Impact Assessment Screening Report

### TABLE OF CONTENTS

<b>1. INTRODUCTION .....</b>	<b>1</b>
1.1 Terms of Reference .....	1
1.2 Legislative Context and Guidance.....	1
1.2.1 Planning and Development Act.....	2
1.2.2 Mandatory EIA.....	2
1.2.3 Sub-Threshold EIA .....	2
1.2.4 Conclusion and Requirement for EIA.....	2
1.3 Methodology for EIA Screening .....	3
1.3.1 Schedule 7 and Schedule 7A .....	3
1.3.2 EIA Guidance .....	4
1.3.3 Description of Effects.....	5
1.3.4 Information to Inform the EIA Screening.....	6
1.3.5 Supporting Assessment.....	6
<b>2. DESCRIPTION OF THE PROPOSED DEVELOPMENT.....</b>	<b>7</b>
2.1 Need for the Development .....	7
2.2 Site Location and Description .....	8
2.3 Description of Proposed Development.....	10
2.3.1 Strategic Resilience Salt Barns.....	11
2.3.2 TII Maintenance/Operation Depot.....	11
2.3.3 Sligo County Council Municipal District Depot .....	11
2.3.4 Ancillary Structures and Works.....	11
2.4 Construction Methodology and Programme .....	14
2.4.1 Main Contract Works .....	14
2.4.2 Operation Phase .....	15
2.4.3 Traffic Movements.....	15
<b>3. EIA SCREENING EVALUATION .....</b>	<b>17</b>
3.1 Characteristics of the Proposed Development .....	17
3.1.1 The Size and Design of the whole of the Proposed Development.....	17
3.1.2 The Cumulation with Other Proposed Projects .....	17
3.1.3 The Use of Natural Resources (in particular, Land, Soil, Water and Biodiversity).....	18
3.1.4 The Production of Waste .....	20
3.1.5 Pollution and Nuisances .....	20
3.1.6 The Risk of Major Accidents and/or Disasters which are relevant to the Proposed Development including those caused by Climate Change, in accordance with Scientific Knowledge.....	21

3.1.7	Flood Risk .....	21
3.1.8	Risk to Human Health (for example, due to water contamination or air pollution).....	21
3.2	Location of the Proposed Development .....	22
3.2.1	Existing and Approved Land Use.....	22
3.2.2	Relative Abundance, Availability, Quality and Regenerative Capacity of the Natural Resources (including land, soil, water and biodiversity in the Area) .....	22
3.3	Types and Characteristics of the Potential Impacts.....	27
3.3.1	The cumulation of the Impact with the impact of other existing or approved projects.....	36
3.3.2	The possibility of effectively reducing the impact .....	38
<b>4.</b>	<b>SCREENING CONCLUSION AND RECOMMENDATIONS .....</b>	<b>39</b>
<b>APPENDIX A</b>	<b>Proposed Layout</b>	

## 1. INTRODUCTION

The purpose of this Environmental Impact Assessment (EIA) Screening Report is to inform the competent authority as to whether the proposed construction of the Strategic Road Maintenance Facility at Drumfin, referred hereafter as the 'proposed development', is subject to the requirements of the EIA Directive (as amended) and, therefore, whether an Environmental Impact Assessment Report (EIAR) should be prepared.

### 1.1 Terms of Reference

On behalf of Transport Infrastructure Ireland (TII), Department of Transport (DoT) and Sligo County Council (SCC), Roughan O'Donovan (ROD) have been engaged to undertake an EIA Screening Report for the proposed development in accordance with legislation provisions and based on the required screening assessment and procedures to form an opinion as to whether an EIA is required. It is proposed to construct a Strategic Resilience Salt Barn facility, Maintenance/Operation Depot and Local Authority Municipal District (MD) Machinery Yard, with ancillary buildings and structures, in order to provide a range of national, regional and local road maintenance services. SCC are seeking approval for the proposed development under Part 8 of the Planning and Development Regulations 2001, as amended.

The purpose of this EIA Screening Report is to establish the potential for any likely significant effects from the proposed development on the environment and advise if an EIA is required, with reference to mandatory statutory provisions. This EIA Screening is set out as follows:

- Section 1 – Introduction.
- Section 2 – Description of the proposed development.
- Section 3 – EIA legislative context of the screening exercise.
- Section 4 – Methodology.
- Section 5 – Screening evaluation.
- Section 6 – Conclusions.

Other supporting documents available for consideration to ensure a robust review of the proposed development include:

- *Appropriate Assessment Screening Report* prepared by ROD, 2023;
- *Cultural Heritage Impact Assessment* prepared by AMS, 2023;
- *Traffic Impact Assessment* prepared by ROD, 2023
- *Engineering Report* prepared by ROD, 2023
- *Site Specific Flood Risk Assessment* prepared by ROD, 2023
- *Site Characterisation Report* prepared by Trinity Green Environmental Consultants, 2023

It should be noted that these above listed assessments have informed the relevant topic areas within the EIA Screening.

### 1.2 Legislative Context and Guidance

The requirement for an Environmental Impact Assessment (EIA) is set by European Union (EU) Directive 85/33/EEC on the assessment of the effects of certain public and private projects on the environment (the EIA Directive) as amended by Directive 97/11/EC, 2003/35/EC and 2009/31/EC and by Directive 2014/52/EU. The EIA Directive requires that certain development be assessed for likely significant effects before planning permission is granted.

There is a hierarchy of thresholds to be used in the establishment of EIA requirements. The first stage in the process includes an examination of current EU requirements. The requirements for screening are contained in Article 4, Annex IIA, and Annex III to the EIA Directive. The relevant provisions of these sections are outlined as follows.

### **1.2.1 Planning and Development Act**

The EIA Directive is transposed into Irish legislation by the Planning and Development Act 2000, as amended and Regulations, 2001-2022, as amended. Part 1 of Schedule 5 to the Planning and Development Regulations lists projects included in Annex I of the EIA Directive which require mandatory EIA. Part 2 of the same Schedule outlines thresholds for other projects which also require EIA, as per Annex II of the Directive.

Where a project is being progressed by the local authority, in this case Sligo County Council, planning permission is applied for under Part 8 of the Planning and Development Regulations 2001-2022. The procedure is set out in Part 11, Section 179 of the Planning and Development Act 2000 as amended. SCC has obligations under Section 179 of the Planning and Development Act 2000, as amended, to undertake mandatory EIA for specified classes of development and Appropriate Assessment (AA) Screening and EIA Screening for sub-threshold local authority owned development.

Where there is a possibility that the development may significantly affect the environment, SCC must prepare information on the development specified under Annex II and Annex III of the EIA Directive and transposed into Irish legislation under Schedule 7 and Schedule 7A of the Planning and Development Regulations which is the appropriate information necessary to undertake an EIA Screening. This is the information which is typically presented in a report to inform EIA Screening.

### **1.2.2 Mandatory EIA**

Every project listed in Part 1 of Schedule 5 must be subject to an EIA if the stated threshold set therein has been met or exceeded. Where no thresholds are set, an EIAR must be submitted to the Competent Authority with an application for development consent.

No development types listed in Schedule 5 Part 1 would apply to the proposed development. Accordingly, a mandatory EIA under Schedule 5 Part 1 is not required.

### **1.2.3 Sub-Threshold EIA**

An examination of Parts 1 and 2 of Schedule 5 of the Regulations indicates that the nature and scale of the proposed development is such that it would not trigger a mandatory EIA under the Regulations.

### **1.2.4 Conclusion and Requirement for EIA**

The proposed development is not a type of development listed in Schedule 5 of the Planning and Development Regulations 2001-2022, as amended. As such, the purpose of this report is to assist SCC in determining whether the proposed development is likely to have a significant effect on the environment. The methodology for undertaking the screening is described below in **Section 4** and the potential for likely significant effects is described in **Section 5**.

This Screening Report therefore provides an assessment of whether the proposed development would or would not have likely 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.

### 1.3 Methodology for EIA Screening

Based on the legislative basis and guidance document set out, the proposed approach for undertaking this screening assessment is to present information on the proposed development, the location of the proposed development, and the type and characteristics of potential environmental impact of the development with reference to the three headings of Annex III of the EIA Directive. In presenting this information, regard has also been given to the criteria of Annex IIA of the Directive.

#### 1.3.1 Schedule 7 and Schedule 7A

Annex III of the EIA Directive is transposed into Irish legislation in Schedule 7 of the Planning and Development Regulations 2001 – 2022. The criteria set out in Schedule 7 determines whether the development listed in Part 2 of Schedule 5 of the Planning and Development Act 2001-2022 should be subject to an Environmental Impact Assessment. Schedule 7A, as set out in **Table 1.1**, provides information which a developer must provide to the Competent Authority to inform a screening determination.

**Table 1.1 Schedule 7A Information to be provided for the purposes of screening for EIA**

<p>a) <i>Characteristics of the proposed development</i></p> <p>The characteristics of the proposed development, in particular –</p> <ul style="list-style-type: none"> <li>(a) The size and design of the whole of the proposed development,</li> <li>(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,</li> <li>(c) The nature of any associated demolition works.</li> <li>(d) The use of natural resources, in particular land, soil, water and biodiversity,</li> <li>(e) The production of waste.</li> <li>(f) Pollution and nuisances,</li> <li>(g) The risk of major accidents, and / or disasters which are relevant to the project concerned, including those cause by climate change, in accordance with scientific knowledge, and</li> <li>(h) The risks to human health (for example, due to water contamination or air pollution).</li> </ul>
<p>b) <i>Location of proposed development</i></p> <p>The environmental sensitivity of geographical areas likely to be affected by the proposed development, with particular regard to –</p> <ul style="list-style-type: none"> <li>1. The existing and approved land use,</li> <li>2. The relative abundance, availability, quality and regenerative capacity of natural resources (including soil, land, water and biodiversity) in the area and its underground,</li> <li>3. The absorption capacity of the natural environment, paying particular attention to the following areas: <ul style="list-style-type: none"> <li>i. Wetlands, riparian areas, river mouths;</li> <li>ii. Coastal zones and the marine environment;</li> <li>iii. Mountain and forest areas;</li> <li>iv. Nature reserves and parks;</li> <li>v. Areas classified or protected under legislation, including Natura 2000 areas designated pursuant to the Habitats Directive and the Birds Directive and;</li> <li>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;</li> </ul> </li> </ul>

- vii. Densely populated areas;  
viii. Landscapes and sites of historical, cultural or archaeological significance.

c) *Types and characteristics of potential impacts*

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

- (a) The magnitude and spatial extent of the impact (for example, geographical area and size of the population likely to be affected),
- (b) The nature of the impact,
- (c) The transboundary nature of the impact,
- (d) The intensity and complexity of the impact,
- (e) The probability of the impact,
- (f) The expected onset, duration, frequency and reversibility of the impact,
- (g) The cumulation of the impact with the impact of other existing and / or development the subject of a consent for proposed development for the purposes of section 172 (1A) (b) of the Act and / or development the subject of any development consent for the purposes of the Environmental Impact Assessment Directive by or under any other enactment, and
- (h) The possibility of effectively reducing the impact.

Source: EPA (2022) *Guidelines on the information to be contained in Environmental Impact Assessment Reports*

This EIA Screening Report will provide the Competent Authority with the information required to form an opinion as to whether the proposed development is likely to have significant effects on the environment and, as such, whether an EIA should be completed in respect thereof. It should be noted that the EIA should only be completed for proposed developments which are considered likely to result in significant environmental effects, or for which insufficient information is available in order to allow such a conclusion to be reached:

*“Screening should ensure that an EIA is carried out only for those Projects for which it is thought that a significant impact on the environment is possible, thereby ensuring a more efficient use of both public and private resources.”* (European Commission, 2017; p. 23)

The assessment draws on the findings of the separate Appropriate Assessment Screening Report prepared by Roughan & O'Donovan in July 2023 on behalf of SCC and supporting desk-based information.

### 1.3.2 EIA Guidance

This EIA Screening has been developed with reference to the relevant legislation, EU and national Guidance documents. The methodology devised for this EIA Screening is based on established best practice with particular reference to:

- *Planning and Development Regulations 2001 (as amended), and the criteria set out in Schedule 7A and Schedule 7 (as appropriate)*
- *Environmental Impact Assessment (EIA) Guidelines for Consent Authorities Regarding Sub-Threshold Development, (DEHLG, 2003)*
- *Environmental Impact Assessment of Projects Guidance on Screening (European Commission, 2017)*



- *Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment, (DHLGH, 2018)*
- *OPR Practice Note (PN02) Environmental Impact Assessment Screening, (OPR, 2021)*
- *Guidelines on the information to be contained in Environmental Impact Assessment Reports (EPA, 2022).*

### 1.3.3 Description of Effects

A key document that has informed the methodology for assessing the effects of the proposed development is the Guidelines on the information to be contained in Environmental Impact Assessment Reports (May 2022) produced by the Environmental Protection Agency (EPA). Section 3.7 of the Guidelines includes a standardised methodology for describing effects as recreated in **Table 1.2** below and forms the basis for describing the impacts as part of this assessment. The consideration of impacts includes direct, indirect, secondary, and cumulative impacts as appropriate.

**Table 1.2 Description of Effects**

<b>Quality of Effects:</b>	
Positive	A change which improves the quality of the environment.
Neutral	No effects, or effects that are imperceptible, within normal bounds of variation or within the margin of forecasting error.
Negative	A change which reduces the quality of the environment.
<b>Describing Significance of effect:</b>	
Imperceptible	An effect capable of measurement but without significant consequences.
Not Significant	An effect which causes noticeable changes in the character of the environment but without significant consequences.
Slight effects	An effect which causes noticeable changes in the character of the environment without affecting its sensitivities.
Moderate effects	An effect that alters the character of the environment in a manner that is consistent with existing and emerging baseline trends.
Significant Effects	An effect which, by its character, magnitude, duration, or intensity, alters a sensitive aspect of the environment.
Very significant Effects	An effect which, by its character, magnitude, duration, or intensity significantly alters most of a sensitive aspect of the environment.
Profound Effects	An effect which obliterates sensitive characteristics.
<b>Describing the Extent and Context of Effects:</b>	
Extent	Describe the size of the area, the number of sites, and the proportion of a population affected by an effect.
Context	Describe whether the extent, duration, or frequency will conform or contrast with established (baseline) conditions (is it the biggest, longest effect ever?)
<b>Describing the Probability of the Effects:</b>	
Likely Effects	The effects that can reasonably be expected to occur because of the planned project if all mitigation measures are properly implemented.

Unlikely Effects	The effects that can reasonably be expected not to occur because of the planned project if all mitigation measures are properly implemented.
<b>Describing the Duration and Frequency of Effects:</b>	
Momentary Effects	Effects lasting from seconds to minutes
Brief Effects	Effects last less than a day
Temporary Effects	Effects lasting less than a year
Short-term Effects	Effects lasting one to seven years
Medium-term Effects	Effects lasting seven to fifteen years
Long-term Effects	Effects lasting fifteen to sixty years.
Permanent Effects	Effects lasting over sixty years
Reversible effects	Effects that can be undone, for example through remediation or restoration.
Frequency of Effects	Describe how often the effect will occur. (once, rarely, occasionally, frequently, constantly – or hour, daily, weekly, monthly, annually).
Source: EPA (2022) <i>Guidelines on the information to be contained in Environmental Impact Assessment Reports</i>	

### 1.3.4 Information to Inform the EIA Screening

The following information is used to inform the screening assessment for likely significant effects on the environment.

- General arrangement drawings of the proposed development (see Appendix A of this EIA Screening Report)
- Department of Housing, Planning and Local Government EIA Portal
- EPA online interactive mapping
- Geohive Environmental Sensitivity Mapping tool

### 1.3.5 Supporting Assessment

An Appropriate Assessment Screening Report (ROD, 2023) has been prepared to determine whether, in view of best scientific knowledge and applying the precautionary principle, the proposed development, either individually or in combination with other plans or projects, is likely to have a significant effect on any European sites. This screening is used to inform the relevant consideration criteria of this EIA Screening.

## 2. DESCRIPTION OF THE PROPOSED DEVELOPMENT

Sligo County Council (SCC) proposes to construct a Strategic Road Maintenance Facility, including resilience regional salt barns, a maintenance and operation depot and a Local Authority Municipal District (MD) machinery yard with ancillary buildings and structures to provide a range of national, regional and local road maintenance services. The regional reach will cover the whole northwest region, including Donegal, Sligo, Longford, Leitrim, Galway, Mayo and Roscommon.

### 2.1 Need for the Development

The proposed development aligns with the Government's National Adaptation Framework (NAF), by facilitating reduced carbon footprint for road maintenance services through delivery, storage and security of salt supplies proximate to demand, thereby significantly reducing haulage distances to serve the north-western region. It will facilitate the roll out of consistent proactive network management for the entire north-western region and environs including counties Sligo, Leitrim, Longford, Galway, Donegal, Mayo, and Roscommon. Further specific benefits include:

Strategic Salt Barn Facility:

- The Strategic Salt Barn facility will ensure full control, security, and the supply of salt in the north-western region for all proximate local authorities, TII and DoT.
- A large portion of the strategic salt for the region is currently stored in the private sector. The risks and costs associated with this arrangement will be removed with the construction of the strategic salt barn facility.

Maintenance/Operation Depot:

- Provision of a Municipal District (MD) Depot for Sligo County Council will allow for efficient storage of materials and plant proximate to need.
- Local authorities are designated as the lead agency for coordinating and delivering the response to severe weather emergencies and lead the local response in collaboration with TII, DoT and other principal response agencies. The proposed integrated facility will enable coordinated management in severe weather conditions.
- The proposed Maintenance/Operation Depot will allow for the scale up to full maintenance services by TII including winter maintenance, incident response and renewals on the 24km of N4 Dual Carriageway in county Sligo and other routes in the region.

Maintenance and management of infrastructure assets has a very high priority in the National Investment Framework for Transport in Ireland (NIFTI) investment hierarchy, which is the Department of Transport's framework for prioritising future investment in the land transport network to support the delivery of National Strategic Outcomes (NSOs) identified within the National Planning Framework (NPF). The proposed development of a Strategic Road Maintenance Facility will support journey time reliability, road safety and accessibility for the north-western region by facilitating the provision of road maintenance services, including winter maintenance and incident response services. The provision of such road maintenance services supports enhanced regional connectivity which is an NSO and an investment priority of NIFTI. Enhanced connectivity to the Northwest supports the regional balance of economic growth through providing journey time reliability for commercial activities. The proposed development also supports the Government's Climate Action Plan 2023 which sets out the Avoid-Shift-Improve framework for decarbonisation of the transport sector. The development predominantly aligns with 'Improve' measures, which are measures which aim to improve the efficiency of the vehicles and the network itself, including during periods of severe weather conditions.

## 2.2 Site Location and Description

The proposed development is a 3.1 hectare (ha) site (ITM coordinates of 571198 E 819452 N) within the townland of Drumfin in Co. Sligo, approximately 16km south of Sligo town and 6.0km northeast of Ballymote. It is strategically located adjacent to the N4 National Road which was recently re-aligned and upgraded to dual carriageway between Castlebaldwin and Collooney. The site location is shown in Figure 2.1 and Figure 2.2.

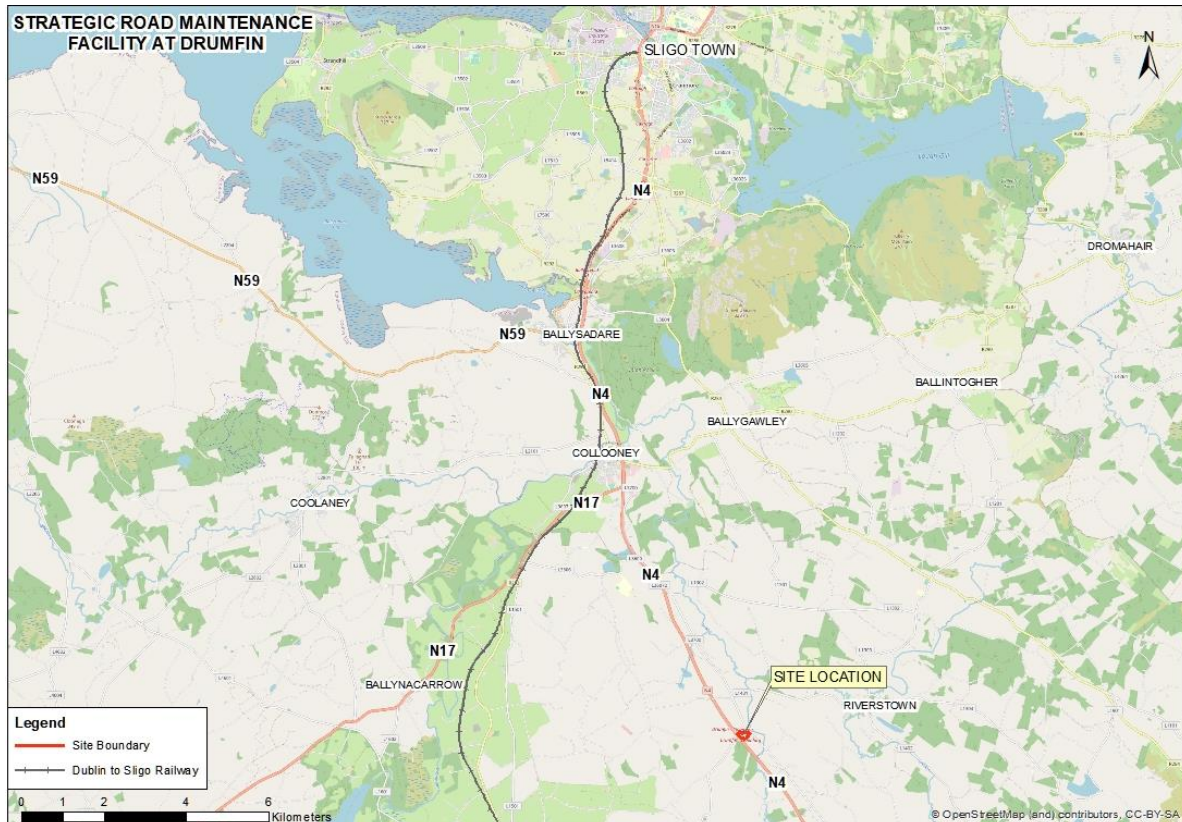


Figure 2.1 - Location of the proposed development site in Drumfin, Co. Sligo



Figure 2.2 - Strategic Road Maintenance Facility site (map underlay source: Bing)

The proposed development is bounded by the N4 dual carriageway to the south-west, the L1502 local road to the north-west and the L3700 to the north-east. There are two private dwellings to the north of the site and one private dwelling with ancillary farm buildings to the east. The remaining site is bounded by agricultural lands.

The western part of the site is sloping to south-west, towards the N4, and the eastern part is sloping to south-east. The levels across the site vary, with the highest point approx. 60mOD and the lowest approx. 50mOD.

The proposed site is a combination of greenfield and brownfield conditions. The brownfield section of the site is located to the south-west of the development, adjacent to the N4 dual carriageway and L1502 and extends to approx. 0.9 ha. This area comprises of a redundant and now unauthorised site compound and storage area developed for the construction of the N4 dual carriageway scheme between Castlebaldwin and Collooney. The remaining approx. 2.2 ha is a greenfield site.

The Drumfin River runs in a northerly direction approx. 90.0 m north-east of the proposed development site, separated by a buffer of the existing L3700 road and greenfield. The Drumfin River merges with the Unshin River approx. 1.3 km downstream of the proposed development site. Drainage network mapping shows the proposed development site drains towards the Drumfin River from both the eastern and western sections of the proposed development site – refer to Figure 2.3.

A drainage ditch, constructed during the N4 dual carriageway scheme, flows in a south-easterly direction along the western and southern boundary. This ditch continues parallel to the N4 before outfalling into a local watercourse network and ultimately to the Drumfin River approximately 0.5km downstream of the site.



The land is currently in private ownership; however, Sligo County Council have a draft agreement in place to purchase the lands.

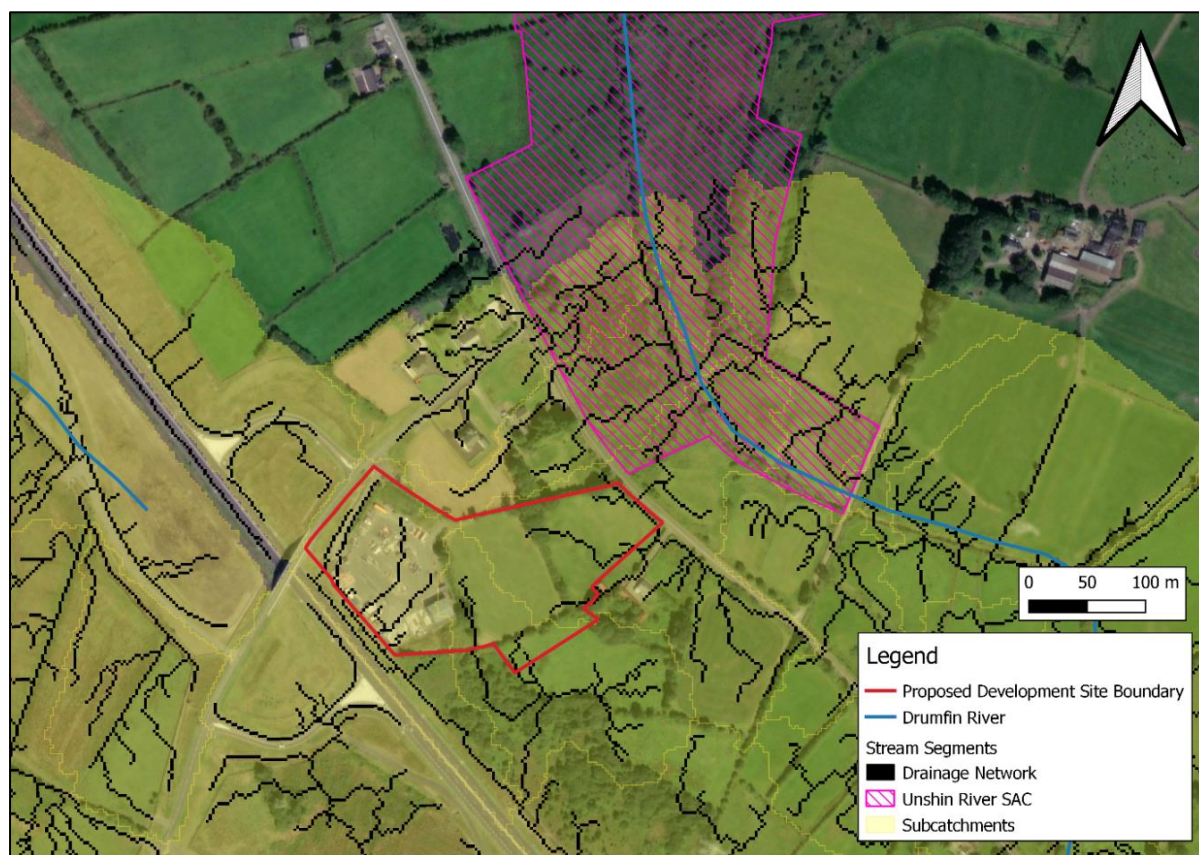


Figure 2.3 - Existing drainage network underneath proposed development site (map underlay source: ESRI World Imagery)

## 2.3 Description of Proposed Development

Sligo County Council proposes to construct a Strategic Road Maintenance Facility, including resilience salt barns, a maintenance and operation depot and a Local Authority MD machinery yard with ancillary buildings and structures to provide a range of national, regional, and local road maintenance services. The regional reach will cover the whole northwest region, including Donegal, Sligo, Longford, Leitrim, Galway, Mayo, and Roscommon. The site layout is illustrated in Appendix A.

The main infrastructural elements proposed on the site are:

- 4 no. Strategic Salt Barns for national reserves and Resilience Salt stocks.
- Two-storey Administration Building for Maintenance/Operation activities which includes internal storage area, welfare facilities, offices, and canteen facilities on the ground floor, with offices and meeting/training room on the first floor.
- Maintenance & Operation Barn including lean-to vehicle storage and secure internal storage for maintenance and operation salt supplies.
- Single-storey workshop and staff welfare facility.
- Ancillary structures and associated works.

### 2.3.1 Strategic Resilience Salt Barns

The proposed salt barn facility is a reinforced concrete plinth structure with profiled metal roof, comprising of four salt barns. Each barn will be 50.9m x 20.0m x 8.8m and the total floor area of all barns will be 4,072m<sup>2</sup>. The walls will be made of concrete and each barn entrance will have 1 No. industrial metal roller shutter. The resilience salt barns will store approx. 30,000 tons of salt supplied by TII and DoT to ensure that carriageways on the Roads network are kept free of frost, ice and snow as far as is reasonably practicable.

The barns will have an isolated drainage network, intercepting salt-contaminated runoff and outfalling to a sealed underground storage tank. This tank will be periodically emptied on an 'as-needed' basis, with the contents transferred to a licensed water treatment facility by an appropriately licensed Contractor.

It is proposed to incorporate solar panel arrays on the roofs of the four salt barns to generate electricity for use by the depot offices, lighting, electric vehicle charging, etc., with excess generation stored on-site through batteries with provisions in place for the excess to be fed back into the electricity grid network.

### 2.3.2 TII Maintenance/Operation Depot

TII's maintenance and operation depot for the ongoing maintenance and operations of the National Road network extends to approximately 13,200m<sup>2</sup> and comprises the following:

- Two storey Administration Building for Maintenance/Operation activities which includes internal storage area, welfare facilities, offices, and canteen facilities on the ground floor, with offices and meeting/training room on the first floor.
- Maintenance & Operation Barn including lean-to vehicle storage and secure internal storage for maintenance and operation salt supplies.
- Truck washdown area with isolated drainage network for salt-contaminated runoff.
- Underground storage tank for collection of brine/contaminated runoff from salt containment and truck washdown.
- Bunded fuel storage for approximately 15,000L of on-site diesel storage tanks. The fuel storage will be bunded with the bund providing a storage capacity equivalent to 110% of the tank capacity it protects, in compliance with the EPA 'Guidance Note on Storage and Transfer of Materials for Scheduled Activities'.
- Staff/visitor car park for Maintenance/Operation Depot with provision for EV charging points.
- Rainwater harvesting system.
- Air-source heat pump for temperature control within the office building.

### 2.3.3 Sligo County Council Municipal District Depot

Sligo County Council's operational depot is approximately 3,810m<sup>2</sup> comprising of the following:

- Single storey Maintenance & Operation Depot Building (375m<sup>2</sup>) which includes vehicle storage, workshop, and secure internal storage.
- Road materials storage areas for Local Authority Machinery Yard (640m<sup>2</sup>).
- Secure storage area for Local Authority Machinery Yard.
- Parking Area for Sligo County Council staff (approx. 5-10 spaces anticipated).

### 2.3.4 Ancillary Structures and Works

Other ancillary structures and associated works at the proposed development include:

- 7.0m internal access road with access to the L3700 road via simple priority junction.
- Weighbridge for use during loading and unloading of resilience salt supplies.

- Site clearance, including removal of partly constructed access from the L1502 and removal of unauthorised site compound, shed and all associated elements.
- Site boundary and internal boundary treatments.
- Drainage works, including surface water systems and foul wastewater treatment and outfalls.
- Lighting for internal road network and compounds.
- Landscaping.

#### **2.3.4.1 Drainage**

A site-specific Flood Risk Assessment has been undertaken for the proposed development in which the proposed development has been assessed for existing and future sources of flood risk. The primary source of flood risk identified for the site is fluvial, emanating from the Drumfin River.

A hydraulic model has been prepared to ascertain the effects of extreme fluvial flood events on the site and it has been determined that the site is outside the 1 in 1000-year (+ climate change) flood extents and therefore, within Flood Zone C. As such, the site is appropriate for the proposed development as per the OPW's "The Planning System and Flood Risk Management Guidelines for Planning Authorities".

#### **2.3.4.2 Wastewater Treatment**

The new foul water drainage system will treat and outfall the drainage on site through a secondary treatment system followed by a tertiary polishing filter. Wastewater is treated in a secondary treatment package plant and then polished in the tertiary treatment package. The tertiary polishing filter, such as the Ecoflo Coconut filter, is placed on a bed 300mm deep bed of 20mm pebble distribution gravel and effluent from this polishing filter percolates into the distribution gravel by gravity.

A Site Suitability Assessment was undertaken by Dr. Eugene Bolton of Trinity Green Environmental Consultants in June 2023 which confirmed that the site is suitable for such wastewater treatment.

#### **2.3.4.3 Surface Water Treatment**

The collection and discharge of surface water runoff will be in accordance with the principles of Sustainable Drainage Systems (SuDS). During the operational phase, rainwater from the roofs and roads will be conveyed directly to a surface water drainage system which will include a petrol interceptor, such as a Klargester Class 1 Bypass Separator or similar, and an underground attenuation tank. Surface water will be discharged from the site via a flow control device at the existing greenfield runoff rate. A high-level overflow will be provided to the main drainage system for use during extreme rain events. The surface water drainage system will discharge runoff from the TII/DoT depot into the existing ditch flowing adjacent to the site which continues parallel to the N4, eventually flowing into a local watercourse 0.5km downstream and into the Drumfin River. The surface water drainage system will discharge runoff from the SCC depot and road drainage into a drainage ditch adjacent to the L3700 which eventually flows into the Drumfin River.

During the construction phase, the Contractor will adopt standard construction measures to control runoff from the site. This will include the potential use of silt fences, environmental bunds, and other such measures which will be confirmed at the detailed design stage.



#### **2.3.4.4 Saltwater Treatment**

The salt barns and associated hardstanding areas, which include a washdown area, will be constructed on impermeable ground surfaces. These surfaces will be drained by gravity to a sealed drainage system which will collect and convey brine/contaminated runoff to an underground storage tank. This tank will be emptied by an appropriately licensed Contractor periodically on an 'as-needed' basis, with an alarm system notifying the depot operator when the tank capacity is 70% full. This storage tank will be segregated from other site runoff subject to SuDS as part of the design of the proposed development. A 'Klargester Cesspool & Silage Tank' or similar product will be utilised for the underground storage of contaminated runoff.

Through this sealed system, brine and contaminated runoff will be intercepted at source, thereby preventing potential pollutants from entering the surrounding ditches by overland flow and groundwater by percolation.

#### **2.3.4.5 Utilities**

A desktop assessment of the utilities present in the area has been undertaken through consultation with the relevant utility providers' records. The recorded information indicates that there are Electricity Supply Board (ESB), Eir, and watermain services present within or adjacent to the site.

There is an existing low voltage overhead ESB service located within the greenfield portion of the proposed development. This service crosses the L3700 from the north-east and extends through the proposed development as far as the existing unauthorised site compound.

Eir have both underground and overhead services present adjacent to the site. There is an underground Eir service along the realigned L1502. This service appears to be located underneath the partly completed access off the L1502 and will require localised protection during the removal of this access. There is an overhead Eir service along the L3700, adjacent to the proposed development.

There is a 90mm watermain in the verge of the realigned L1502. This watermain belongs to the Castlebaldwin Group Water Scheme. It is proposed to connect into this watermain for water supply.

Thus, the site has access to water and electricity, and is in close proximity to the national road network.

#### **2.3.4.6 Landscaping and Lighting**

As part of the proposed development, it will be necessary to remove existing hedgerows within the greenfield section of the site. This clearance will be minimised insofar as possible with any clearance undertaken outside of the bird nesting season.

It is proposed to provide compensatory hedgerow and tree planting around the site using native species imported from the surrounding areas with certified provenance. This hedgerow and tree planting will also provide visual screening to the site from the N4 and surrounding properties. This landscape screening will also reduce the effect of light spill from compounds. Further details are provided in the landscaping drawings submitted for the Part 8 planning application.

The provision of lighting to the internal road network and site compounds will be necessary to allow efficient and effective operation of the compounds. The N4 grade separated junction is lit via overhead lighting columns on the N4 dual carriageway, connector roads, and along the

L3700. The lighting within the compound will follow the relevant design standards and best practices and will utilise modern LED luminaires. These luminaires provide significant energy savings through improved efficiencies over traditional options as well as reducing light spill beyond the intended focus area.

Further details of the proposed development can be found in the plans submitted with the application.

## **2.4 Construction Methodology and Programme**

It is anticipated that the main construction works will be carried out in a single construction phase over a 6-to-9-month period commencing in 2024. Normal working hours are anticipated to be Monday to Friday between 07.00 and 19.00 and on Saturdays between 08.00 and 16.30.

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

- Establishment of the site office compound.
- Mobilisation of construction plant.
- Site clearance and preparation.
- Excavation and re-grading of inert soils.
- Disposal of unsuitable and excess material.
- Import of material to site.
- Construction of main buildings, other ancillary and associated works.
- Demobilisation of plant and deconstruction of site office compound.

### **2.4.1 Main Contract Works**

The Main Contract Works are anticipated to include the following:

- Site clearance.
- Removal of partly constructed access road from L1502.
- Removal of the unauthorised site compound, shed and all associated elements within the site.
- Excavation and filling of material to design level of depot compounds. This will include the lowering of ground levels in the area of the existing unauthorised compound, with an approx. 5m reduction in levels at an existing spoil head adjacent to the compound and a typical maximum reduction elsewhere in the region of 2.5m. The existing site compound hardcore material, typically 0.7m deep, may be excavated, depending on suitability. At the location of the wastewater treatment area, it is proposed to excavate a further 0.5m to remove unsuitable clay material.
  - It is anticipated that there will be a net excess of excavation material to be disposed of either on the site or exported off-site by an appropriately licensed contractor.
- Construction of internal road network and connection to L3700 via simple priority junction.
- Construction of substructure and superstructure for the salt barns, office buildings and road making material storage.
- Construction of approximately 12,000m<sup>2</sup> of concrete surface for the resilience, maintenance, and SCC depots.
- Construction of surface water drainage networks, attenuation and storage facilities and connections to existing regimes at outfall locations.
- Construction of foul water networks, treatment facilities and outfalling to ground via percolation area.
- Construction of internal watermain network and connection to Castlebaldwin Group Water Scheme.

- Landscaping works, including the planting of native tree and hedgerow species around the site to provide visual screening to the compounds and support biodiversity enhancement.
- Lighting for the internal road network and compounds. The lighting design will adopt current best practices and comply with relevant standards, including the use of LED luminaries to reduce energy consumption and light spillage outside of the intended focus area.
- Utility diversions and connections.
- Other associated works.

#### **2.4.2 Operation Phase**

The operation phase will coincide with the end of construction and the commissioning of the proposed resilience salt barns and maintenance and operation depot. The proposed development at Drumfin, Co. Sligo will provide a range of national, regional, and local road maintenance services to SCC, TII and DoT. These include:

- Coordination of road maintenance activities including winter maintenance.
- Strategic resilience salt storage.
- Plant storage.
- Fuel storage.
- Road materials storage.
- Workshop.
- Administration Area.

It is anticipated that up to four employees will be on site on a permanent basis. In addition, there will be a small number of SCC employees from the local area who may access or use the storage yard from time to time.

Operating hours at the proposed development are Monday to Friday between 07.00 and 17.30, however some maintenance activities will require access to the proposed development outside of normal operating hours.

#### **2.4.3 Traffic Movements**

A Traffic Impact Assessment (TIA) has been undertaken for the proposed development.

The primary traffic-generating activities associated with the development relates to the replenishment and despatch of strategic salt supplies.

During the operation phase, the resilience salt barns can typically accept approx. 1,000 tonnes of salt per day. This amounts to approximately 30-35 truck movements per day over a 4-week period. Refilling operations typically occur in September/October, replenishing strategic salt supplies ahead of winter activities. Deliveries will take place during normal working hours.

Despatch of salt supplies to local authorities is weather dependent. In severe weather conditions, local authorities will extract necessary supplies to maintain the road network.

Outside of the replenishment and despatch activities, there will be an on-site presence in the maintenance and operation depot comprising of up to four staff. The Local Authority MD Depot is anticipated to have a similarly small number of staff accessing the site daily.

The TIA concludes that the proposed development will generate a slight increase of traffic utilising the junction of the L1502 and L3700 as well as turning from the L3700 into the proposed development. The existing junction of the L1502 and L3700 is currently operating

well below capacity, with the analysis concluding that no queues or delays are anticipated in the Opening Year or Design Year. The analysis similarly concludes that through traffic on the L3700 will not be impacted due to the turning of vehicles from the L3700 into the proposed development.

Further information is provided within the TIA submitted as part of the Part 8 planning application.

### 3. EIA SCREENING EVALUATION

This section provides information on the project for EIA Screening and provides information to address the requirements and criteria of Schedule 7 of the EIA Regulations. This provides an assessment on whether there are any likely significant impacts arising from the proposed development which would trigger the requirement for an EIA. The assessment has considered the proposed development individually and cumulatively with other projects.

#### 3.1 Characteristics of the Proposed Development

The EPA Guidelines describe the information to be considered under this heading as:

1. *the size of the proposed development.*
2. *the cumulation with other proposed projects.*
3. *the use of natural resources.*
4. *the production of waste, pollution, and nuisances.*
5. *the risk of accidents and having regard to substances or technologies used.*

##### 3.1.1 The Size and Design of the whole of the Proposed Development

Details of the footprint of the infrastructure required for the proposed development along with details of the design are provided in Section 2 and the General Arrangement drawings in Appendix A. In short, the proposed development comprises of the following:

- 4 no. Strategic Salt Barns (total of 4,072m<sup>2</sup>) for TII, DoT and Resilience Salt stocks.
- Two-storey Administration Building for Maintenance/Operation activities which includes internal storage area, welfare facilities and canteen facilities on the ground floor (395m<sup>2</sup>), with offices and meeting/training room on the first floor (395<sup>2</sup>).
- Maintenance & Operation Barn (444m<sup>2</sup>) including lean-to vehicle storage and secure internal storage for maintenance and operation salt supplies.

Ancillary structures and associated works include:

- 7.0m internal access road with access to the L1502 road via simple priority junction.
- Weighbridge for use during loading and unloading of resilience salt supplies.
- Site clearance, including removal of partly constructed access from the L1502 and removal of unauthorised site compound, shed and all associated elements.
- Site boundary and internal boundary treatments.
- Drainage works, including surface water systems and foul wastewater treatment and outfalls.
- Lighting for internal road network and compounds.

##### 3.1.2 The Cumulation with Other Proposed Projects

A search has been conducted of planning applications within the vicinity of the proposed development. This has been done using the Sligo County Council (SCC) web portal map, the An Bord Pleanála (planning searches) website, and the Department of Housing, Planning and Local Government EIA portal. There are a few other permitted and proposed projects in the area, these include primarily of construction of new dwelling houses or extensions to dwellings. There have been no recent planning applications lodged for lands directly adjacent to the subject site.

It is considered that the cumulative impacts with other proposed projects are not likely to cause significant effects on the environment.

### **3.1.3 The Use of Natural Resources (in particular, Land, Soil, Water and Biodiversity)**

Overall, it is anticipated that there will be no negative impacts arising from the use of land, soil, or water.

#### **Land Take**

To facilitate the proposed development, SCC have an agreement with the landowner to purchase the necessary land for the proposed development. The redundant and now unauthorised site compound will be cleared and removed with a properly planned and designed Strategic Road Maintenance Facility provided in its stead. This will be a positive impact to the area, with improved visuals through landscaping as well as a providing a facility that will allow more efficient, regular road maintenance and quicker response to cold weather events.

#### **Soil**

Ground investigations comprising of 6 no. trial holes were undertaken within the proposed development. These indicated till as the predominant soil type. Capping and made ground was identified in the south of the proposed development, which was previously the location of a temporary site compound for the works contractor of the N4 Collooney to Castlebaldwin Road Scheme.

3D models were prepared for the finished level of the proposed development and for the existing ground level. Using these models, a comparison model was created to estimate the bulk excavation and bulk fill requirements for the proposed development.

Based on this model, it is estimated that the development will generate a 22,000m<sup>3</sup> surplus of excavated soil, some of which will be re-used for landscaping within the proposed development and the remainder removed from the Site. Surplus excavated material to be removed from the Site will be transported to licensed waste facilities for soil recovery. These surplus soils will be handled in accordance with Waste Management Regulations.

For the importation of topsoil and granular soil materials for backfilling, the material will be sourced from nearby sites where possible, in order to reduce transport distances.

#### **Water**

There is a requirement for water use during the construction and operation of the proposed development. During construction phase, water will be used for standard construction methods. It is proposed that the water is sourced from the existing Group Water Scheme.

During the operation phase, water will be used during the course of normal commercial operations. Rainwater harvesting will be provided to reduce potable water use, with the harvested grey water used for a wide range of potential applications, including toilet flushes, and truck washdowns.

Generally, the use of water during construction or operation will not be significant.

#### **Biodiversity**

A desktop review of European and nationally designated sites, protected habitats and species, as well as invasive species potentially occurring within the study area was undertaken. Information on the relevant biodiversity data was collected from the following sources:

- Environmental Protection Agency (EPA) *Unified GIS Application* (<https://gis.epa.ie/EPAMaps/>)
- National Parks and Wildlife Service (NPWS) *Online Map Viewer* (<https://dahg.maps.arcgis.com/apps/webappviewer/>)

- National Biodiversity Data Centre (NBDC) *Biodiversity Maps* (<https://maps.biodiversityireland.ie>) database provided species records within 2 km of the proposed development site.

#### a) Habitats

A review of aerial photography indicates that the proposed development site is primarily composed of built land, grasslands, and hedgerows. A habitat survey was undertaken by a qualified ecologist to map habitats and identify habitats of ecological significance.

#### b) Designated sites

Designated sites fall into a number of categories based on the associated level of protection afforded:

- Special Areas of Conservation (SAC) are strictly protected sites designated under the Council Directive 92/43/EEC of the 21<sup>st</sup> May 1992 on the conservation of natural habitats of wild fauna and flora ("the Habitats Directive").
- Special Protection Areas (SPA) are strictly protected sites classified in accordance with Directive 2009/147/EC of the European Parliament and of the Council of the 30<sup>th</sup> November 2009 on the conservation of wild birds ("the Birds Directive").
- Natural Heritage Areas (NHAs) are considered important for the habitats that are present or which hold species of plants and animals whose habitat needs protection. These areas are afforded statutory protection under the the Wildlife Acts 1976 (as amended) (which includes inter alia the Wildlife Act 1976, the Wildlife (Amendment) Act 2000, the Wildlife (Amendment) Act 2010, the Wildlife (Amendment) Act 2012.
- Proposed National Heritage Areas (pNHAs) are sites of significance for wildlife and habitats, but which have not yet been statutorily proposed or designated as NHA.

There is one European site, namely the Unshin River SAC (Site code: 001898), within the study area. The SAC is located north-east of the proposed development, 20m at the closest point. This site is designated for the following Qualifying Interests:

- Semi-natural dry grasslands and scrubland facies on calcareous substrates (*Festuco-Brometalia*) (\*important orchid sites) [6210]
- Molinia meadows on calcareous, peaty, or clayey-silt-laden soils (*Molinion caeruleae*) [6410]
- Alluvial forests with *Alnus glutinosa* and *Fraxinus excelsior* (*Alno-Padion*, *Alnion incanae*, *Salicion albae*) [91E0]
- Otter (*Lutra lutra*) [1355]
- Salmon (*Salmo salar*) [1106]

#### c) Protected Fauna

All Bat species are protected by Annex IV of the Habitats Directive. The site boundary lies in the grid section G71E of the NBDC database. Within this 2km<sup>2</sup> grid section two bat species were recorded: Daubenton's Bat (*Myotis daubentonii*) and Natterer's Bat (*Myotis nattereri*).

Vegetated cover will be lost in order to facilitate development of the site. These habitats are important for roosting, commuting and foraging Bats. A preliminary bat roost assessment was undertaken by an ROD ecologist on 09/05/2023 to assess whether or not structures and trees within the proposed development site had the potential to support roosting bats. Prior to construction, a physical inspection of trees should be undertaken by a suitably qualified ecologist to establish if roosting bats are present. If bats are found, a licence may be required to remove or disturb the roost.

Other protected mammals including Otter and Badger may occur within the study area. An ecological field survey was undertaken within the study area by an ROD ecologist on the 09/05/2023. No evidence of Otter or Badger was recorded within the study area. Pre-construction surveys for Otter and Badger should be undertaken by a suitably qualified ecologist in accordance with 'Guidelines for the Treatment of Otters Prior to the Construction of National Road Schemes' (TII, 2006) and 'Guidelines for the Treatment of Badgers Prior to the Construction of National Road Schemes' (TII, 2005), respectively. If evidence of these species utilising the study area is found, a licence may be required to remove or disturb any potential resting place. The optimal survey period for these mammals is when vegetation cover is at a minimum (October to April).

The study area is likely to support a range of bird species. These species could be present and nesting within the scrub and grassland habitat surrounding the site. All nesting birds are protected from disturbance by the Wildlife (Amendment) Act (2000, as amended). This should be considered with respect to the construction programme and the requirement to undertake any required site clearance works outside of the bird nesting season (March to August).

#### **d) Invasive Species**

A review of the NDBC Biodiversity Maps found that no species subject to restrictions as listed on the Third Schedule of the Birds and Natural Habitats Regulations were recorded within the footprint of the site.

American Mink (*Mustela vison*), which is classified as a high impact invasive species, was recorded within the wider 1 km study area (grid section G71E of the NDBC database)<sup>1</sup>. Brown Rat (*Rattus norvegicus*), which is also a high impact species, were also recorded in the study area (grid section G7020).

Development and future use of the site may lead to the introduction and spread of invasive species.

#### **3.1.4 The Production of Waste**

It is anticipated that there will be a net excess of excavation material during the construction of the proposed development, either on the site or exported off-site by an appropriately licensed contractor.

#### **Wastewater treatment**

The new foul water drainage system will treat and outfall the drainage on site through a secondary treatment system followed by a tertiary polishing filter. Wastewater is treated in a secondary treatment package plant and then polished in the tertiary treatment package. The tertiary polishing filter, such as the Ecoflo Coconut filter, is placed on a 300mm deep bed of 20mm pebble distribution gravel and effluent from this polishing filter percolates into the distribution gravel by gravity.

A Site Suitability Assessment was undertaken by Dr Eugene Bolton of Trinity Green Environmental Consultants in June 2023 which confirmed that the site is suitable for such wastewater treatment.

#### **3.1.5 Pollution and Nuisances**

In order to reduce potential environmental effects of construction-related pollutants, best practice standards will be followed. During construction, there is the possibility of noise and dust nuisance, however, there will be standard noise and dust mitigation methods used.

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<sup>1</sup>[https://www.biodiversityireland.ie/wordpress/wpcontent/uploads/Invasives\\_taggedlist\\_HighImpact\\_2013RA.pdf](https://www.biodiversityireland.ie/wordpress/wpcontent/uploads/Invasives_taggedlist_HighImpact_2013RA.pdf)



Overall, pollution or nuisance is unlikely to have a significant negative impact on the environment.

According to TII Guidelines for the Treatment of Noise & Vibration in National Road Schemes (2004), noise sensitive receptors are identified as schools, hospitals, places of worship, heritage buildings, special habitats, common use amenity areas and designated quiet areas, and residential properties (TII, 2004).

The site is located within a rural area. The N4 National Road adjoins the site boundary from the south-west and is likely to be the primary source of noise and or vibration in the study area. The L3700 and the L1502 local roads to the west and north of the study area are also likely to generate noise from passing traffic. The site includes a redundant and now unauthorised site compound for the N4 Castlebaldwin to Collooney Scheme.

There are four residential properties located within 100m of the site boundary which would be considered noise sensitive receptors.

### **3.1.6 The Risk of Major Accidents and/or Disasters which are relevant to the Proposed Development including those caused by Climate Change, in accordance with Scientific Knowledge**

All phases of construction will be conducted in accordance with standard construction requirements. The subject lands are not proximate to any Seveso site.

### **3.1.7 Flood Risk**

A site-specific Flood Risk Assessment has been undertaken for the proposed development, in which the proposed development has been assessed for existing and future sources of flood risk. The primary source of flood risk identified for the site is fluvial, emanating from the Drumfin River.

A hydraulic model has been prepared to ascertain the effects of extreme fluvial flood events on the site and it has been determined that the site is outside the 1 in 1000-year (+ climate change) flood extents and therefore within Flood Zone C. As such the site is appropriate for the proposed development as per the OPW's "The Planning System and Flood Risk Management Guidelines for Planning Authorities. Both the development and the surrounding area will not be at risk from flooding.

### **3.1.8 Risk to Human Health (for example, due to water contamination or air pollution)**

In considering the risk to human health, nearby sensitive receptors have been considered. Sensitive receptors typically relate to homes, hospitals, hotels, holiday accommodation, schools, tourism and recreating amenities and facilities, and visitor attractions.

All foul water will be discharged into the on-site wastewater treatment system. Surface water runoff will be intercepted on site and conveyed via a petrol/oil interceptors to attenuation tanks within the proposed development. These tanks will accommodate runoff to a 1-in-100 year storm event with discharge rates to the receiving ditches limited to existing greenfield runoff rates.

Due to the project's size and nature, there will be no significant effects on the quality of the air.

## 3.2 Location of the Proposed Development

It is essential to take into account the environmental sensitivity of areas where projects are likely to have an impact, particularly in regard to specific criteria seen in Table 1.1 above.

### 3.2.1 Existing and Approved Land Use

The land use and material assets review is informed by the following data sources:

- CORINE 2018 landcover map of Europe
- Google Maps

Corine 2018 data shows that the site is located within land defined as 'Agricultural Areas', specifically used for 'Pastures'. The adjoining land uses are heterogeneous agricultural areas (115m south-west), forest, and semi-natural areas (100m south-west). However, Google Maps indicates that the majority of the forest appears to be deforested with a small wooded area remaining.

There are six residential dwellings located within 200m of the site mainly along the local road L-1502. Also, a farmyard building and associated residential property are located approximately 100m east of the site.

### 3.2.2 Relative Abundance, Availability, Quality and Regenerative Capacity of the Natural Resources (including land, soil, water and biodiversity in the Area)

#### 3.2.2.1 Land

The land is currently in private ownership, however, to facilitate the proposed development, SCC have a draft agreement in place to purchase the necessary land for the proposed development. The redundant and now unauthorised site compound will be cleared and removed with a properly planned and designed Strategic Road Maintenance Facility provided instead.

#### 3.2.2.2 Soils and Geology

A desk review of the study area was carried out in order to establish the baseline geological condition of the site. Information on the geological data was taken from the following sources:

- Geological maps, Geological Survey of Ireland (GSI) ([www.gsi.ie](http://www.gsi.ie))
- Environmental Protection Agency Map Viewer ([www.epa.ie](http://www.epa.ie))

GSI 1:100,000 Bedrock Geology mapping indicates that the footprint of the study area is located within the Bricklieve Limestone Formation (lower). The formation consists of Bioclastic cherty limestone. GSI Quaternary Sediments indicates that the study area is composed of cut over raised peat and till derived from Namurian sandstones and shales.

According to the Irish Soil Information System (SIS), the soil series within the site is Elton (1000ET) described as 'fine loamy drift with limestones'. The Teagasc Subsoils classifies the land within the study area as 'shales and sandstones till (Namurian)'.

Part of the site has previously been used as a site compound for the construction phase of the N4 Castlebaldwin to Collooney Scheme. The majority of the redundant and now unauthorised site compound has been disturbed and it is not established at present if any contaminated land exists on the site. However, during a site investigation where 2 no. trial holes were undertaken at this location, no evidence of contaminated land was observed.

### 3.2.2.3 Hydrology and Hydrogeology

The baseline hydrological and hydrogeological environment was established using the following sources:

- Environmental Protection Agency Map Viewer ([www.epa.ie](http://www.epa.ie))
- Water Framework Directive (WFD)
- Catchments.ie

There are no waterbodies located within the footprint or adjoining the site, however, there are two waterbodies located in the study area.

The Drumfin River runs in a northerly direction approximately 90m (directly) northeast of the proposed development site, separated by a buffer of the existing L3700 road, hedgerows and greenfields. This river merges with the Unshin River approx. 1.3km downstream from where it runs close to the proposed development site. Both rivers are part of the Unshin River Special Area of Conservation. A stream located in Murillyroe is approximately 145m north-west of the site boundary (a tributary of the Unshin River).

Drainage network mapping shows the proposed development site drains towards the Drumfin River from both the northeastern and southwestern sections of the proposed development site – refer to Figure 2.3. The shortest hydrological distance to the Drumfin River from the proposed development is 170m via the existing drainage network. The EPA is responsible for monitoring the quality of all waterbodies in Ireland and these results are available online. The current statuses for the waterbodies connected to the proposed development are presented in Table 3.3. The closest water quality monitoring stations on these rivers indicate that water quality is 'good', monitored as part of the 2018 WFD monitoring programme.

**Table 3.3 - EPA Water Quality Results**

Name of watercourse	River Waterbody WFD Status 2016 - 2021	River Waterbody WFD Status 2013 - 2018	River Waterbodies Risk
<b>Drumfin_010</b>	Good	Good	Not at Risk
<b>Unshin_030</b>	Good	Good	Not at Risk
<b>Unshin_040</b>	High	High	Not at Risk
<b>Unshin_050</b>	High	High	Not at Risk
<b>Ballysodare_010</b>	Moderate	Good	At Risk

Any future uses of the site will be required to demonstrate that the nearby surface water bodies would not be impacted.

The Office of Public Works (OPW) report on past flood events and flood risk areas. There are no known or reported flood events on the site or in the adjacent area<sup>2</sup>.

### 3.2.2.4 Groundwater

A review of the groundwater was undertaken employing the Geological Survey Ireland (GSI) online spatial resources and datasets mapping platform. At the location of the site, the mapping identifies a 'Regionally Important Aquifer - Karstified (conduit)'.

<sup>2</sup> <https://www.floodinfo.ie/map/floodmaps/>

Groundwater vulnerability, as described by the GSI, is a term used to represent the natural ground characteristics that determine the ease with which groundwater may be contaminated by human activities. At the location of the proposed development, the groundwater vulnerability is identified as 'Low', which represents the lowest level of vulnerability designated by the GSI.

### 3.2.2.5 Biodiversity

A Screening for AA has been carried out for the proposed development in order to address the potential impact on Natura 2000 sites including Special Areas of Conservation (SAC) and Special Protection Areas (SPA). This assessment addresses the potential impact the project may have on the Qualifying interests (habitats and species) and Special Conservation Interests (Birds) of the designated sites and the conservation objectives for same. The AA Screening Report recommended that AA is not required in respect of the Project. There are no impacts and effects to Natura 2000 sites predicted to occur as a result of the proposed development.

An ecological walkover survey was undertaken by an ROD ecologist in May 2023. The results from the survey have informed the biodiversity assessment of this EIA Screening Report. A detailed description of the habitats and the receiving environment can be found in the *Ecological Impact Assessment*, which accompanies the planning report. Table 3.2 provides a summary of the findings.

**Table 3.2 Habitats recorded during the ecological walkover survey.**

Habitat Name	Fossitt Code
Buildings and Artificial Surfaces	BL3
Spoil and Bare Ground	ED2
Recolonising Bare Ground	ED3
Improved Agricultural Grassland	GA1
Wet Grassland	GS4
Hedgerows	WL1
Scrub	WS1

### 3.2.2.6 Air Quality

The existing air quality and climate conditions within the study area are reviewed. Sources of information used to inform this section are as follows:

The EPA has divided Ireland into four air quality zones. The subject site is located within Air Zone D – Rural West Ireland. The closest air quality monitoring station to the study area within Zone D is located within the urban area of Carrick-on-Shannon (30km south-east of site). The latest readings from this station (July 11, 2023) indicate the air quality is good.

A review of sensitive receptors within 50m of the site identifies that there is one residential dwelling within 50m of the site.

### 3.2.2.7 Cultural Heritage including archaeology and architectural heritage

A separate Cultural Heritage Impact Assessment (CHIA) has been undertaken by Archaeological Management Solutions (AMS). The purpose of this assessment is to identify whether any recorded archaeological or built heritage sites, or sites/features with notable

history or folklore, are on or in proximity to the proposed works with a view to making recommendations for any mitigation measures required to avoid, prevent, reduce, or offset likely adverse effects on cultural heritage. The CHIA will be submitted in support of a planning application to Sligo County Council for the proposed works. The project will be carried out in accordance with the Code of Practice for Archaeology agreed between the Minister for Arts, Heritage, Regional, Rural and Gaeltacht Affairs and Transport Infrastructure Ireland (National Monuments Service 2017) also allowing for liaison and consultation with the TII Project Archaeologist. The following sources were consulted in order to identify archaeological, built heritage and cultural heritage constraints:

- Sligo County Development Plan 2017–2023.
- Topographical/toponymic data: Lewis 1837; Logainm.ie (Placenames Database of Ireland); and Townlands.ie (Irish townlands data).
- Historical sources: Lewis (1837) Topographical Dictionary, Wood-Martin (1889) History of Sligo, County and Town, vol ii, Pender (1939) A census of Ireland.
- Irish Folklore Commission Schools Collection.
- Cartography: first-edition six-inch and 25-inch Ordnance Survey (OS) maps via Ordnance Survey Ireland (OSI's) public viewer.
- Aerial & street views: Google Earth & Digital Globe; 5 orthophotographs via OSI's public viewer; Bing images (QGIS Web Mapping Service); Google Street View.
- Previous Archaeological Investigations: Database of Irish Excavation Reports (DIER).
- Record of Monuments and Places (RMP) – statutory list of protected places and monuments, with accompanying constraints maps, published for Sligo in 1998.
- Historic Environment Viewer (HEV) – online database of information on sites and monuments based on the Sites and Monuments Record (SMR).<sup>8</sup> The HEV provides information not only on those archaeological monuments included in the statutory RMP, but also in regard to many more which have been identified since the RMP was issued (Department of Housing, Local Government and Heritage (DHLGH 2021).
- Lists of National Monuments in State Care: Ownership and Guardianship for County Sligo, published in 2009.
- List of Preservation Orders held by the National Monuments Service (NMS), published in 2019.
- National Inventory of Architectural Heritage (NIAH): <https://www.buildingsofireland.ie/>.
- Sligo County Record of Protected Structures (RPS).

The CHIA report finds that there are 3 no. Recorded Monuments on the Record of Monuments and Places (RMP) (SL033-023), a ringfort (rath), (SL034-001001), a castle, and (SL034-001002), exhibitionist figure, within a 500m study area around the proposed development. It also finds that there is 1 no. site recorded on the Record of Protected Structures (RPS) for County Sligo (RPS no. 77 CDP), Behy bridge, within the study area.

Excavations and testing in advance of and during the construction of the N4 Collooney to Castlebaldwin Road Development Project also identified several archaeological sites in the vicinity of the proposed development. The majority of these sites comprised burnt mounds or areas of burned soil within the townlands of Drumfin and Cloonlurg, indicating the potential for archaeology within the area of the proposed development.

This CHIA recommends that owing to the potential for previously unrecorded archaeological remains to occur within the redline boundary and given the proximity of the site to the previously excavated sites at Drumfin and Cloonlurg, that advance works in the form of archaeological testing over a minimum of 10-12% of the site be conducted. The results of the archaeological testing will be detailed in a testing report (as per conditions of the granting of

an archaeological licence) and will be used to inform an appropriate mitigation strategy (if required) for any further archaeological works that may be necessary. Such works could include preservation in situ, or preservation by record (excavation) or archaeological monitoring.

### 3.3 Types and Characteristics of the Potential Impacts

Having regard to the description of the proposed development and the unique location discussed in Section 2, Table 3.3 below provides an assessment of characteristics and likely significance of impact on any EIA environmental receptor. The EIA environmental topic areas which may be potentially impacted upon are outlined below with reference to Section 171A of the Planning and Development Act (as amended by the EIA Regulations) and informed by the assessment Criteria in Schedule 7 to include:

- a) the magnitude and spatial extent of the impact (for example, geographical area and size of the population likely to be affected),
- b) the nature of the impact,
- c) the transboundary nature of the impact,
- d) the intensity and complexity of the impact,
- e) the probability of the impact,
- f) the expected onset, duration, frequency, and reversibility of the impact,
- g) the cumulation of the impact with the impact of other existing and/or development the subject of a consent for proposed development for the purposes of section 172(1A)(b) of the Act and/or development the subject of any development consent for the purposes of the Environmental Impact Assessment Directive by or under any other enactment, and
- h) the possibility of effectively reducing the impact.

The assessment considers the above criteria under the EIA environmental receptors headings in accordance with Directive 2014/52/EC, as follows:

- Population and human health
- Biodiversity
- Soils, Geology & Hydrogeology
- Hydrology
- Landscape & Visual
- Air Quality & Climate
- Noise and Vibration
- Cultural Heritage
- Material Assets and Land
- Interactions
- Cumulative assessment

In considering the potential for environmental impact arising from the proposed strategic road maintenance facility in combination with other plans or projects within the area, it can be reasonably concluded that there will be no potential for significant cumulative effects to arise given the scale of the development proposed.

**Table 3.3 Assessment of characteristics and likely significance of Impact on EIA environmental factors**

<b>EIA – Environmental Factor</b>	<b>Screening Assessment</b>	<b>EIA Screened In/ Out</b>
<b>Population and Human Health</b>	<p><b>Construction Stage</b></p> <p>A construction methodology has been outlined in this report. Standard construction methods will be implemented and the risk of accidents during construction are considered low.</p> <p>A controlled amount of noise will be present during the construction phase due to conformity with BS5228: Part 1 and the European Communities (Noise Emission by Equipment for Use Outdoors) Regulations, 2001. Standard control measures for temporary emissions of noise, dust and air pollutants will be implemented in the Construction Environmental Management Plan (CEMP) prepared by the Contractor. The N4 National Road adjoins the site boundary from the south-west and is likely to be the primary source of noise and or vibration in the study area. The L3700 and the L1502 local roads to the west and north of the study area are also likely to generate noise from passing traffic. Therefore, the effects from the development will not be significant.</p> <p>There will be temporary to short-term, slight, negative effects on the local population due to increased journey time during the construction phase, as traffic management is put in place.</p> <p>The construction phase of the development will benefit the local economy and populations through the provision of employment opportunities and local expenditure by construction workers as well as the purchase of local materials and services.</p> <p>Due to the small scale and nature of the proposed development, no likely significant effects on population and human health are predicted.</p> <p><b>Operational Stage</b></p> <p>No residential dwellings will be acquired as a result of the proposed development and no displacement of population will arise.</p> <p>Given the development's proximity to the N4 National Road, the development's effect on noise and vibration will be minimal when it is operational.</p> <p>During the operational stage, the development will benefit the local population due to the provision of safer roads during winter.</p> <p><b>Mitigation Measures</b></p>	Screened out



EIA – Environmental Factor	Screening Assessment	EIA Screened In/ Out
	<p>The compilation of the Construction Environmental Management Plan (CEMP) will account for all works associated with the construction of the proposed development. The CEMP will provide a framework for compliance auditing and inspection to ensure that these construction practices and mitigation measures in relation to each environmental topic, including Human Health and Population. There will be potential for noise and dust nuisance during construction. Standard noise and dust prevention measures will be employed. These will be described in the Outline Construction &amp; Environmental Management Plan which the Contractor will be required to submit to Sligo County Council prior to the commencement of works on site. A Traffic Management Plan (TMP) will also be submitted for approval to Sligo County Council Roads and Transport Division by the awarded contractor prior to the commencement of any construction works as part of the CEMP. This plan will ensure that temporary traffic works, and road safety measures will be put in place during the construction. Therefore, there will be no likely significant effect on Population and Human Health.</p> <p><b>Conclusion</b></p> <p>Regarding the magnitude and spatial extent of any potential impacts, the development works will be restricted to a 3.1-hectare site in an area that is not predominantly residential. Therefore, no populations will be affected.</p>	

<p><b>Biodiversity</b></p>	<p><b>Construction Stage</b></p> <p>The construction works will result in the loss of Improved Agricultural Grassland (GA1), Hedgerows (WL1), Dry Meadows and Grassy Verges (GS2), Wet Grassland (GS4), Spoil and Bare Ground (ED2) and Buildings and Artificial Surfaces (BL3) habitat types as they lie within the footprint of the proposed development. Other habitats recorded during the ecology survey include Wet Willow-Alder-Ash Woodland (WN6) and Scrub (WS1), although these habitats exist outside of the proposed development boundary and will not be impacted.</p> <p>Noise, vibration, and visual disturbance will cause impacts during the construction phase and have potential to impede the movement of species, including mammals and birds, in and around the proposed development site. The construction phase will include the removal of hedgerows and 12 No. semi-mature trees (species include Ash (<i>Fraxinus excelsior</i>) and Sycamore (<i>Acer pseudoplatanus</i>) within the proposed development site.</p> <p>Artificial lighting during the construction phase poses a risk of negative impacts on nocturnal species, particularly bats and badger, by fragmentation of commuting/foraging corridors, disruption of circadian rhythms and increases the risk of predation. However, lighting will be restricted to the minimum extent and timeframe necessary, and the effects will be slight and short term in nature.</p> <p>During construction works, in periods of heavy rainfall or high-water levels, there is potential for sediment laden runoff and pollutants, including hydrocarbons, to be discharged into the Drumfin River, causing potential water quality impacts.</p> <p>The Unshin River SAC includes the Drumfin River downstream of the proposed development and is therefore hydrologically connected to the proposed development site via the existing drainage network. The Drumfin River and Unshin River SAC are located 90m directly and 170m hydrologically downstream of the proposed development.</p> <p>During the construction stage, standard construction best practices, including CIRIA Document C532 Control of Water Pollution from Construction Sites and Guidelines for the Crossing of Watercourses during the Construction of National Road Schemes (National Roads Authority, 2008) will be adhered to. As such, there will be no water quality impacts to the Drumfin River, or any European site during the construction stage due to sediment laden runoff and pollutants.</p> <p><b>Operational Stage</b></p> <p>During the operational phase, the collection and discharge of surface water runoff will be in accordance with the principles of Sustainable Drainage Systems (SuDS). A sealed underground storage tank will collect brine/contaminated water from salt containment and truck washdown which will be subsequently removed for offsite treatment and disposal. This storage tank will be segregated from other site runoff subject to SuDS as part of the design of the proposed development.</p> <p>The presence of artificial lighting and increased human presence is likely to cause ecological effects. However, considering the wide availability of suitable habitat in the area and the scale of the proposed development, any impacts during the operational phase due to artificial lighting are anticipated to be imperceptible. As such, no likely significant effects are predicted.</p>	<p>Screened out</p>
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EIA – Environmental Factor	Screening Assessment	EIA Screened In/ Out
	<p><b>Mitigation Measures</b></p> <p>The design, construction and operation of the proposed development will be undertaken in line with TII Standards and Publications<sup>3</sup>, and the relevant guidelines related to biodiversity. These documents specify the type of ecological surveys and mitigation measures to be carried out when planning and constructing projects of this nature.</p> <p>In order to mitigate for the loss of hedgerows and trees within the proposed development site, mitigation planting of native plant species is proposed along the site boundaries. Ecological corridors/connectivity will regrow and recover over time. Vegetation clearance will be minimised insofar as possible with any clearance undertaken outside of the bird nesting season. Preconstruction surveys will be undertaken to prevent any impacts to bats potentially roosting in trees planned for removal.</p> <p><b>Conclusion</b></p> <p>Given the nature of the works and the nature of the hydrological connection (170m) between the proposed development site and the Drumfin River/ Unshin River SAC, which is through a series of ephemeral drainage ditches, and through the adoption of standard construction best practices, there is no risk of sediment laden runoff or pollutants reaching the Drumfin River/ European site at levels that could lead to likely significant effects to biodiversity. No other significant effects to biodiversity are anticipated.</p>	
<p><b>Land and Soil</b></p>	<p><b>Construction Stage</b></p> <p>Due to the scale of the proposed development, there will be a minor amount of construction material required.</p> <p>Surplus soil will be reused on site where possible, particularly when filling material to design level of depot compounds, and any remaining material will be disposed off-site by a suitable licensed contractor. As such, only relatively minor quantities of excess waste will be removed from the site.</p> <p>It is not anticipated that there will be any handling of contaminated/ hazardous waste materials during the construction stage of the proposed development.</p> <p>Due to the small scale and nature of the proposed development, no likely significant effects are predicted.</p> <p><b>Operational Stage</b></p> <p>There will be no impacts associated with the operational stage of the proposed development. As such, no likely significant effects are predicted.</p> <p><b>Mitigation Measures</b></p> <p>The proposed works will be carried out in accordance with TII Construction Guidelines and best practice measures in relation to contaminated land, asbestos, and the disposal of waste material will be undertaken in line with the <i>TII Guidelines: The Management of Waste from National Road Construction Projects</i> during the construction phase. The CEMP and Waste Management Plan (WMP) will be submitted to Sligo County Council prior to construction works commencing, to ensure that the awarded</p>	<p>Screened out</p>

<sup>3</sup> <https://www.tii.ie/technical-services/environment/construction/>

EIA – Environmental Factor	Screening Assessment	EIA Screened In/ Out
	<p>contractor adheres to the environmental measures set out during planning.</p> <p><b>Conclusion</b></p> <p>On the basis of the mitigation measures, significant negative effects to land and soil are considered unlikely.</p>	
<p><b>Hydrology and Hydrogeology</b></p>	<p><b>Construction Stage</b></p> <p>During construction works, in periods of heavy rainfall or high-water levels, there is potential for sediment laden runoff and pollutants, including hydrocarbons, to be discharged into the Drumfin River, causing potential water quality impacts.</p> <p>The Unshin River SAC includes the Drumfin River downstream of the proposed development and is therefore hydrologically connected to the proposed development site via the existing drainage network. The Drumfin River and Unshin River SAC are located 90m directly and 170m hydrologically downstream of the proposed development.</p> <p>During the construction stage, standard construction best practices, including CIRIA Document C532 Control of Water Pollution from Construction Sites and Guidelines for the Crossing of Watercourses during the Construction of National Road Schemes (National Roads Authority, 2008) will be adhered to. As such, there will be no water quality impacts to the Drumfin River, or any European site during the construction stage due to sediment laden runoff and pollutants.</p> <p>The proposed development will not result in any major increase of impacts to hydrogeology due to the nature of subsoils, as identified during the ground investigations, and the 'Low' groundwater vulnerability classified by the GSI.</p> <p><b>Operational Stage</b></p> <p>There will be no impacts associated with the operational stage of the proposed development. As such, no likely significant effects are predicted.</p> <p><b>Mitigation measures</b></p> <p>The design, construction, and operation of the proposed development will be undertaken in line with TII Standards and Publications, and the relevant guidelines related to Hydrology and Hydrogeology.</p> <p><b>Conclusion</b></p> <p>The proposed development will not interact with the hydrogeological environment. Given the nature of the works and the nature of the hydrological connection (170m) between the proposed development site and the Drumfin River/ Unshin River SAC, which is through a series of ephemeral drainage ditches, and through the adoption of standard construction best practices, there is no risk of sediment laden runoff or pollutants reaching the river/ European site at levels that could lead to likely significant effects.</p>	<p>Screened out</p>

EIA – Environmental Factor	Screening Assessment	EIA Screened In/ Out
<p><b>Landscape and Visual Amenity</b></p>	<p><b>Construction Stage</b> Landscape impact is expected to coincide with the commencement of works on site. During the construction phase, the proposed works will involve the movement of construction machinery and visible construction works within the landscape. The predicted magnitude of change in landscape resource is low, consistent with minor and non-material alterations to character. It is likely that construction works will have a slight, negative, short-term effect on landscape and visual amenity in the immediate vicinity of the proposed works and on nearby receptors. The proposed development will not interact with any protected views or prospects, or scenic views.</p> <p><b>Operational Stage</b> The development will alter the visual landscape at this location. The probability of slight impact is near certain.</p> <p><b>Mitigation measures</b> The design, construction and operation of the proposed development will be undertaken in line with TII Standards and Publications, and the relevant guidelines related to Landscape and Visual Amenity. Boundary treatments as described in the proposal will effectively reduce landscape and visual impact. It is also proposed to provide compensatory hedgerow and tree planting around the site using native species imported from the surrounding areas with certified provenance. This hedgerow and tree planting will provide visual screening to the site from the N4 and surrounding properties. This landscape screening will also reduce the effect of light spill from compounds.</p> <p><b>Conclusion</b> Due to the small scale and nature of the proposed development as well as the recommended mitigation measures in place, no likely significant effects are predicted.</p>	<p>Screened out</p>
<p><b>Air and Climate</b></p>	<p><b>Construction Stage</b> The proposed works may result in a negative, temporary to short-term, not significant effect to air quality as a result of emissions caused from the construction machinery. Dust emissions will be managed by the contractor on site, however, due to the small nature of the site, potential dust emissions are not likely to result in significant effects. Greenhouse gas emissions will be released throughout the construction phase by vehicles and construction equipment. However, due to the small nature of the proposed development, these emissions are likely to result in an imperceptible impact on the climate. Additionally, due to the scale of the proposed development and the quantity of construction material required, it is not likely to have significant embodied carbon? emissions.</p> <p><b>Operational Stage</b> There are no pathways between the Site and any ecological sites of significance, which could result in indirect effects to Natura 2000</p>	<p>Screened out</p>

EIA – Environmental Factor	Screening Assessment	EIA Screened In/ Out
	<p>Sites arising from emissions to air during the construction and/or operation of the proposed development.</p> <p><b>Mitigation Measures</b></p> <p>Standard mitigation measures will be implemented throughout the construction phase to prevent and reduce emissions to ensure that significant negative effects do not occur.</p> <p>A dust minimisation plan will be formulated by the contractor as part of the CEMP following recommendations and guidance contained in the Institute of Air Quality Management <i>Guidance on the Assessment of Dust from Demolition and Construction</i> for sensitive receptors.</p> <p><b>Conclusion</b></p> <p>No impact on air quality is envisaged due to the nature and scale of the project. Furthermore, on the basis of the mitigation measures, significant negative effects to air quality and climate are considered unlikely.</p>	
<p><b>Noise and Vibration</b></p>	<p><b>Construction Stage</b></p> <p>There are a few residential properties within the vicinity of the proposed development that are likely to experience increased noise and vibration levels during the construction phase due to construction works.</p> <p>While there may be minor disturbance due to increased noise and vibration, the impacts will be temporary to short-term and localised, and are, therefore, not considered significant. Construction works will be limited to standard working hours.</p> <p><b>Operational Stage</b></p> <p>There will be no impacts associated with the operational stage of the proposed development. As such, no likely significant effects are predicted.</p> <p><b>Mitigation Measures</b></p> <p>During the construction phase, the Contractor will implement specific noise abatement measures and comply with the recommendations of BS 5228-1:2009+A1:2014 and European Communities (Noise Emission by Equipment for Use Outdoors) Regulations, 2001. Other standard noise prevention measures will be described in the CEMP.</p> <p><b>Conclusion</b></p> <p>On the basis of the mitigation measures, significant negative effects on noise and vibration are considered unlikely.</p>	<p>Screened out</p>
<p><b>Cultural Heritage including archaeology and architectural heritage</b></p>	<p><b>Construction Stage</b></p> <p>The CHIA report finds that there are 3 no. Recorded Monuments on the Record of Monuments and Places (RMP) (SL033-023), a ringfort (rath), (SL034-001001), a castle, and (SL034-001002), exhibitionist figure, within a 500m study area around the proposed development. It also finds that there is 1 no. site recorded on the Record of Protected Structures (RPS) for County Sligo (RPS no. 77 CDP), Behy bridge, within the study area.</p> <p>This desktop CHIA recommends that owing to the potential for previously unrecorded archaeological remains to occur within the redline boundary and given the proximity of the site to the</p>	<p>Screened out</p>

EIA – Environmental Factor	Screening Assessment	EIA Screened In/ Out
	<p>previously excavated sites at Drumfin and Cloonlurg, that advance works in the form of archaeological testing over a minimum of 10-12% of the site be conducted.</p> <p>The results of the archaeological testing will be detailed in a testing report (as per conditions of the granting of an archaeological licence) and will be used to inform an appropriate mitigation strategy (if required) for any further archaeological works that may be necessary. Such works could include preservation in situ, or preservation by record (excavation) or archaeological monitoring.</p> <p><b>Operational Stage</b></p> <p>There is potential for a direct impact on the field boundary noted on the 1st edition OS 6" and 25" maps, CH23 along the centre of the site. There is no predicted impact on the remaining undesignated cultural heritage assets CH01–CH22. No impacts arising from the proposed development are envisaged on the two areas of archaeological potential, AAP1 and AAP2, noted within the study area. They both comprise a stream/watercourse and are generally considered to be a typical location for <i>fulachtaí fia</i>.</p> <p><b>Conclusion</b></p> <p>As such, due to the small scale and nature of the proposed development, there are no likely significant effects predicted on features of archaeological or architectural interest.</p>	
<b>Material Assets</b>	<p><b>Construction Stage</b></p> <p>To facilitate the proposed development, SCC have an agreement with the landowner to purchase the necessary land for the proposed development. The existing unauthorised site compound will be cleared and removed with a properly planned and designed Strategic Road Maintenance Facility provided in its stead.</p> <p>Access to commercial or residential properties will not be interrupted.</p> <p>There is no requirement for provision of upgraded utilities for the proposed development.</p> <p><b>Operational Stage</b></p> <p>There will not be any direct or indirect impacts on material assets during the operational phase of the proposed development.</p> <p><b>Mitigation measures</b></p> <p>Accesses which are disrupted during the construction phase will be reinstated.</p> <p><b>Conclusion</b></p> <p>There will be no significant effects on commercial or residential properties.</p> <p>All land take will be agreed with the local authority and any affected landowners.</p>	Screened out
<b>Interactions between the impacts on different factors</b>	<p><b>Construction Phase</b></p> <p>During the construction phase, potential interactions will occur between several environmental factors, including biodiversity, hydrology and hydrogeology, noise and vibration, air quality and climate, and population and human health. Visual impact during construction will be temporary in nature.</p>	Screened out

EIA – Environmental Factor	Screening Assessment	EIA Screened In/ Out
	<p><b>Operation Phase</b> There is potential of low levels of intensity and none of which will be complex in nature.</p> <p><b>Mitigation measures</b> Mitigation measures for noise, vibration, and air quality will mitigate potential negative effects on population and human health through the reduction of noise and dust nuisance. Potential impacts on water quality and biodiversity will be mitigated through the design and construction practices for surface water runoff.</p> <p><b>Conclusion</b> It is predicted that there will likely be no significant negative effects or low impacts given that there will be environmental protection measures integrated within the project. Furthermore, no transboundary impacts are predicted to be associated with this project.</p>	

### 3.3.1 The cumulation of the Impact with the impact of other existing or approved projects

A review of plans and projects (recently granted planning applications) was undertaken in the vicinity of the proposed development and assessed in Table 3.3 below. The assessment was done within a 1km buffer development boundary. The sources of information include:

- EIA Portal
- An Bord Pleanála (planning searches) website
- Sligo County Council Planning Applications website

A review of planning applications indicates that developments locally are mainly of a minor nature. No recent planning applications have been lodged for lands directly adjacent to the subject site. It is considered that cumulative impacts with other existing and/or approved projects are not likely to cause significant negative effects on the environment.

**Table 3.3: Assessment of Plans or Projects and their potential to result in Cumulative/ in combination effects with the proposed works.**

Name of plan or project	Description of plan or project	Likely in-combination effects
<p><b>Applicant:</b> Paul Quigley <b>Planning Application:</b> 21195 (Sligo CoCo) <b>Location:</b> Drumfin, Co Sligo</p>	<p>Development consisting of the construction of a new entrance boundary wall, steel gates and associated minor ancillary works.</p>	<p>Given the nature and small scale of the proposed Strategic Road Maintenance Facility project, there are no likely significant effects predicted to arise from the combination of this development with the Project.</p>



Name of plan or project	Description of plan or project	Likely in-combination effects
<p><b>Applicant:</b> Alfie &amp; Charlotte Martin <b>Planning Application:</b> 09590 (Sligo CoCo) <b>Location:</b> Behy, Riverstown, Co. Sligo</p>	<p>(1) Construction of extension to southeast elevation of existing dwelling house (2) Change of roof profile over existing utility together with alterations to existing south-east and north-east elevations.</p>	<p>Given the nature and small scale of the proposed Strategic Road Maintenance Facility project, there are no likely significant effects predicted to arise from the combination of this development with the Project.</p>
<p><b>Applicant:</b> Coillte Teoranta <b>Planning Application:</b> 17130 (Sligo CoCo) <b>Location:</b> Cloonlurg, Riverstown, Co. Sligo</p>	<p>Development consisting of a new forest road access onto the L1502 with associated security barriers</p>	<p>Given the nature and small scale of the proposed Strategic Road Maintenance Facility project, there are no likely significant effects predicted to arise from the combination of this development with the Project.</p>
<p><b>Applicant:</b> Aaron and Niamh Tonry <b>Planning Application:</b> 1964 (Sligo CoCo) <b>Location:</b> Cloonlurg, Drumfin, Co. Sligo</p>	<p>Development consisting of the construction of new single storey dwelling with mezzanine level, on-site wastewater treatment system with associated percolation area, construction of new entrance incorporating access road to proposed house and second access road to the adjoining agricultural land and all other associated site works. The significant Further Information consists of the inclusion of a domestic garage and the omission of the second access road to the adjoining agricultural land.</p>	<p>Given the nature and small scale of the proposed Strategic Road Maintenance Facility project, there are no likely significant effects predicted to arise from the combination of this development with the Project.</p>
<p><b>Applicant:</b> Aaron Tonry <b>Planning Application:</b> 16474 (Sligo CoCo) <b>Location:</b> Drumfin, Via Boyle, Co. Sligo</p>	<p>Development consisting of the construction of a 4 bay slatted shed with creep at the rear, plus services and site works as necessary.</p>	<p>Given the nature and small scale of the proposed Strategic Road Maintenance Facility project, there are no likely significant effects predicted to arise from the combination of this development with the Project.</p>
<p><b>Applicant:</b> Brid &amp; John Graham <b>Planning Application:</b> 17256 (Sligo CoCo) <b>Location:</b> Drumfin, Riverstown, Co. Sligo</p>	<p>Development consisting of the demolition of existing outbuildings, provision of new single storey extension with part basement, domestic shed, wastewater treatment unit with raised percolation area, together with ancillary and associated works (the extension is to a Protected Structure RPS No. 201 former Carrigeenview House).</p>	<p>Given the nature and small scale of the proposed Strategic Road Maintenance Facility project, there are no likely significant effects predicted to arise from the combination of this development with the Project.</p>
<p><b>Applicant:</b> Ciaran and Alison McGovern <b>Planning Application:</b> 17286 (Sligo CoCo) <b>Location:</b> Drumfin, Riverstown, Co. Sligo</p>	<p>For development consisting of the retention of alterations to existing conservatory attached to existing dwelling house, together with all ancillary site works and services (Previous Planning references PL03/454 and PL15/396)</p>	<p>Given the nature and small scale of the proposed Strategic Road Maintenance Facility project, there are no likely significant effects predicted to arise from the combination of this development with the Project.</p>

Name of plan or project	Description of plan or project	Likely in-combination effects
<p><b>Applicant:</b> Finian Callaghan <b>Planning Application:</b> 15396 (Sligo CoCo) <b>Location:</b> Drumfin Td., Co. Sligo</p>	<p>Development consisting of (1) retention &amp; completion of a dwelling house with revised design and location from that previously granted under PL 03/454 on amended application site boundaries (2) provision of (a) a septic and percolation area (b) roadside boundary wall and (c) site landscaping.</p>	<p>Given the nature and small scale of the proposed Strategic Road Maintenance Facility project, there are no likely significant effects predicted to arise from the combination of this development with the Project.</p>
<p><b>Applicant:</b> John Henry Graham <b>Planning Application:</b> 15340 (Sligo CoCo) <b>Location:</b> Drumfin, Co. Sligo</p>	<p>Retention of existing vehicular entrance which serves both agricultural lands and the farmhouse on lands (which is a listed building RPS No. 201, former Carrigeenview House) together with internal access road serving farmhouse with all associated site works (the works to be retained are adjacent to but not located within the curtilage of the listed building RPS No. 201).</p>	<p>Given the nature and small scale of the proposed Strategic Road Maintenance Facility project, there are no likely significant effects predicted to arise from the combination of this development with the Project.</p>

### 3.3.2 The possibility of effectively reducing the impact

The majority of the impacts arising from the proposed development will be associated with the construction phase. The construction impacts are likely to be one-off and temporary in nature. Furthermore, they will not be considered significant using standard construction methodologies and best practice construction management measures.

The design of the proposed development incorporates biodiversity enhancement measures which will effectively reduce the impact on biodiversity and the landscape.

## 4. SCREENING CONCLUSION AND RECOMMENDATIONS

This EIA screening report has been prepared to accompany a Planning Application and has assessed the potential impact of the proposed development on the environment and provides relevant information to inform Sligo County Council's EIA screening. The proposed development is below the threshold for mandatory EIA.

The purpose of this EIA Screening is to provide Sligo County Council with the information to allow a determination to be made on whether or not the proposed development is likely to have significant effects on the environment.

The Screening Report, therefore, addresses the criteria set out in Annex III and Annex IIA of the EIA Directive and Schedules 7 and 7A of the Planning and Development Regulations 2001-2022 to determine the potential of any significant effects.

The EIA Screening has considered the proposed development in terms of the (i) *Characteristics of the Proposed Development*, (ii) *Location of the Proposed Development* and (iii) *Characteristics of Potential Impacts*, in accordance with the guidance documents, Schedule 7 of the EIA Regulations in determining whether the development would or would not be likely to have significant effects on the environment.

This EIA Screening Report has determined that the proposed development does not exceed the thresholds that trigger the mandatory requirement for EIA and subsequently the proposed development is deemed to be a sub-threshold development.

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

- The nature and scale of the proposed development, which is not a development listed in Schedule 5 Part 1 or 2.
- With a separate AA Screening Report completed and informing this EIA Screening Report, the AA Screening concluded, based on objective information, that the proposed development, 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.
- No Archaeological, Heritage or Cultural impacts are envisaged. A separate Cultural Heritage Impact Assessment is included with this planning application.
- Appropriate mitigation measures will be proposed, and a CEMP will be prepared which will prevent /minimise impacts on the environment.

It is, therefore, recommended to Sligo County Council as the Competent Authority that this EIA Screening Report concludes that the proposed development either individually or cumulatively, with associated existing and approved development, would not be likely to have significant effects on the environment by virtue of its characteristics, location, size, or potential impacts. As such, it is concluded that the preparation and submission of an Environmental Impact Assessment Report is not required.



# **APPENDIX A**

## **PROPOSED LAYOUT**







An Roinn Iompair  
Department of Transport



**Sligo.**

No.	Revision	Date	By	Chkd	App'd



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Project Title		STRATEGIC ROAD MAINTENANCE FACILITY AT DRUMFIN					
Drawing Title		DEPOT AT DRUMFIN/CLOONLURG PROPOSED LAYOUT					
Project	Originator	Volume	Location	Type	Role	Number	
MCAAS2W-	ROD	- EGN	- TO15_AE	- DR	- CH	- 300050	
Scale (A1)	1:500	Date:	JULY 2023	Job No:	21.114	Rev:	P01