



## New Service Road at Cootehill Enterprise Park

### EIA Screening Report

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Date: March 2022

Revision 'A'

AT: *Cornacarrow and Errigal, Cootehill, Co.Cavan*

FOR: *Cavan County Council*





## **New Service Road at Cootehill Enterprise Park**

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## 1.0 Introduction

This is an EIA screening report for 'New Service Road at Cornacarrow and Errigal, Cootehill, Co.Cavan. The purpose of the report is to screen the proposed development to establish whether it requires Environmental Impact Assessment (EIA) and as a result if an Environmental Impact Assessment Report (EIAR) should be prepared in respect of it.

The screening process includes an assessment of the details of the proposal with reference to the relevant EIA legislation including the Planning & Development Regulations 2001 (as amended by Planning and Development Regulations 2015), the EIA Directive 2011/92/EU (as amended by Directive 2014/52/EU) and relevant EU Guidance including *Interpretation of definitions of project categories of annex I and II of the EIA Directive*, EU, 2015 and *Environmental Impact Assessment of Projects Guidance on Screening*, EU, 2017.

The EIA screening covers:

- Description of the proposed development
- Principle features of the proposed development
- Characteristics of the proposed development
- Screening considerations
- Conclusions



## 1.1 The Proposed Development

The proposed development is for the outline of 5 no. fully serviced sites for future enterprise units including new service road accessed via Cootehill Enterprise Park, street lighting, upgrade of existing site services including connections to services, boundary treatment & landscaping.



*Fig. 1.1 - Development Location – Cootehill, Co.Cavan*

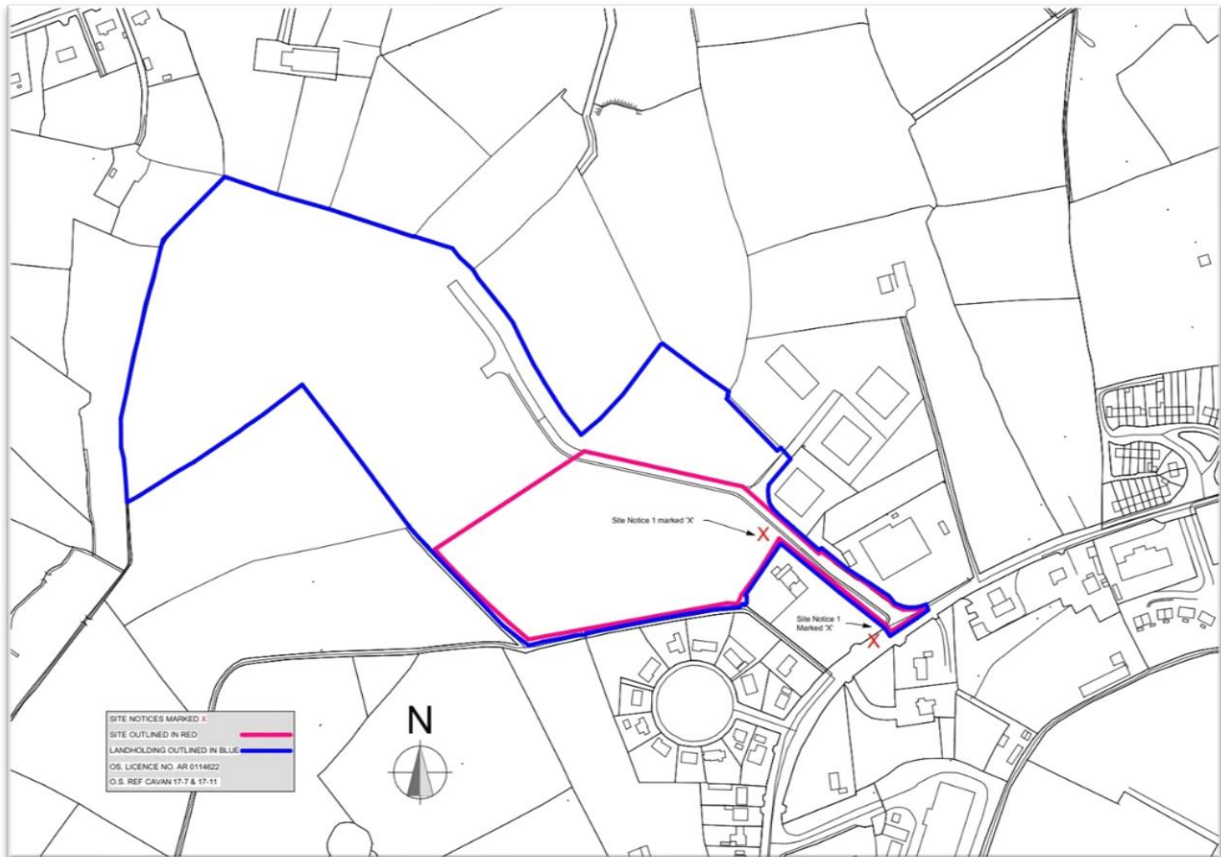


Fig. 1.2 – Site Location Map of the Development Location – Cootehill, Co. Cavan



Figure 1.3 - Site Plan of the proposed service road



### 3.0 Legislative Basis for EIA

EIA requirements derive from the EIA Directive (Directive 2011/92/EU as amended by Directive 2014/52/EU). As the amended Directive came into force on 16th May 2017 and regulations transposing it into national legislation have been enacted. No changes to the prescribed project types or thresholds are required under the amended Directive so the types and thresholds set out in the 2001/2010 Regulations remain in effect.

EIA legislation as it relates to the planning process has been largely brought together in Part X of the Planning and Development Acts 2000-2018 and Part 10 and Schedules 5,6 and 7 of the Planning and Development Regulations 2001-2018. Part 1 of Schedule 5 to the Planning and Development Regulations lists project types included in Annex I of the Directive which automatically require EIA. Part 2 of the same schedule lists project types included in Annex II. Corresponding developments automatically require EIA if no threshold is given or if they exceed a given threshold. Developments which correspond to Part 2 project types by are below the given threshold must be screening to determine whether they require EIA or not. This is done by consideration of criteria set out in Schedule 7.



## 2.1 Screening Considerations

### Class of Development

In the first instance, it is necessary to determine whether the project is of a type (or 'class') that requires an EIAR. This project does not correspond to any of the prescribed types listed in Annex I. However, it could be considered to correspond to the Infrastructure Projects type set out in Annex II, as discussed below.

### Infrastructure Projects

Schedule 5, Part 2 of the Planning and Development Regulations, 2001 includes this project type:

#### 10. Infrastructure projects

(b) (iv) Urban development which would involve an area greater than 2 hectares in the case of a business district, 10 hectares in the case of other parts of a built-up area and 20 hectares elsewhere.

(In this paragraph, "business district" means a district within a city or town in which the predominant land use is retail or commercial use.)

The EU Guidance on 'Interpretation of definitions of project categories of Annex I and II of the EIA Directive' (2015) interprets 'urban development' as taking 'account of, inter alia', the following:

- i. Projects with similar characteristics to car park and shopping centres could be considered to fall under Annex II (10)(B). This could be the case, for example, of bus garages or train depots, which are not explicitly mentioned in the EIA Directive, but have similar characteristics to car parks.
- ii. Construction projects such as housing developments, hospitals, universities, sports stadiums, cinemas, theatres, concert halls and other cultural centres could also be assumed to fall within this category. The underlying principle is that all these project categories are of an urban nature and that they may cause similar types of environmental impact.
- iii. Projects to which the terms 'urban' and 'infrastructure' can relate, such as the construction of sewerage and water supply networks, could also be included in this category.

The proposed service road and footpath is 9.5m wide and extends for approximately 0.224 KM accessed via Cootehill Enterprise Park. The proposed site area of the new service road is approx. 0.551 hectares.

The proposed site is considered to be located within the Central Business District of Cootehill, therefore the proposal could be considered to constitute a prescribed project type but is considered below the threshold of 2 hectares.



## **Sub-threshold Development**

Having regard to the 'wide scope and broad purpose' of the Directive, it is appropriate to consider if it is likely to cause significant environmental impacts by reference to the relevant criteria for determining same, as set out in Schedule 7 of the Planning and Development Regulations.

Given the scale of the proposed development it is unlikely to cause sufficiently significant effects to warrant a sub-threshold EIA. However, in order to provide a comprehensive screening, this screening proceeds to consider it against the Schedule 7 criteria nonetheless. Schedule 7 specifies 'Criteria for determining whether a development would or would not be likely to have significant effects on the environment' under these three headings:

1. Characteristics of Proposed Development
2. Location of Proposed Development
3. Characteristics of Potential Impacts

The tables below and overleaf provide sets out these considerations using both the main and sub-criteria which are specified in Schedule 7.





SCHEDULE 7 CRITERIA		Relevance	Commentary
Characteristics of Proposed Development  The characteristics of proposed development, in particular:	The size of the proposed development.	No	The proposed services road and footpath is 9.5m wide. The road extends for a distance of approximately 0.224KM accessed via Cootehill Enterprise Park and is approx. 0.551 hectares.
	The production of waste.	No	Waste produced during the construction process is anticipated to be insufficient to cause significant effects.
	Pollution and nuisances	No	The impacts including noise within acceptable standards are anticipated to be negligible. A Construction Management Plan will be required at contract stage.
	The risk of accidents, having regard to substances or technologies used.		The potential impacts are anticipated to be negligible given the nature of the proposed development.
Location of Proposed Development  The environmental sensitivity of geographical areas likely to be affected by the proposed development, having regard in particular to:	The existing land use	No	There is minimal change in existing land use associated with this proposed development. There will be no trees or hedgerows removed along the route.



	The relative abundance, quality and regenerative capacity of natural resources in the area	No	The impacts are anticipated to be negligible given the scale of the proposed development.
	The absorption capacity of the natural environment, paying particular attention to the following;		
	Wetlands, riparian areas, river mouths;	No	There is no loss of any of these specified habitats associated with the overall project.
	Coastal zones	No	N/A
	Mountain and forest areas	No	N/A
	Nature reserves and parks	No	N/A
	Areas classified or protected under legislation, including special protection areas designated pursuant to Directive 79/409/EEC and 92 / 43 /EEC	No	The Appropriate Assessment Screening Report submitted as part of Part VII application concludes that the proposed development is not foreseen to give rise to any significant adverse effects on designated European sites.
	Areas in which the environmental quality standards laid down in legislation of the EU have already been exceeded	No	N/A
	Densely populated areas	No	N/A
	Landscapes of historical, cultural archaeological significance	No	The impacts particularly those of historical, cultural and archaeological significance are anticipated to be negligible.
Characteristics of Potential Impacts	The nature of the impact	No	The impact of the proposal will be negative during construction stage but will be positive once complete.
The potential significant effects of proposed development in relation to criteria			



set out in the introduction:			
	The transboundary nature of the impact	No	Not considered relevant
	The magnitude and complexity of the impact.		
	The probability of the impact.	No	There are no significant environmental effects anticipated.
	The expected onset duration, frequency and reversibility of the impact,	No	There are no significant environmental effects anticipated.
	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	No	There are no significant environmental effects anticipated.
	The possibility of effectively reducing the impact	No	There are no significant environmental effects anticipated



## 5.0 Conclusion

Measures for impact reduction have been incorporated into the project proposal, including avoidance, in addition to mitigation measures proposed by the NIS for the avoidance and reduction of impacts on the qualifying interests.

Having considered the nature, scale and location of the proposal; having regard to the characteristics and location of the proposed development, and having regard to the characteristics of potential impacts it is considered that the project is unlikely to give rise to significant environmental impacts.

It is concluded that there is no requirement for an Environmental Impact Assessment to be carried out for the proposed 'New Service Road at Cornacarrow and Errigal, Cootehill, Co.Cavan and there is no requirement for an Environmental Impact Assessment Report to be prepared.