ATKINS

Member of the SNC-Lavalin Group

N52 Grange to Clontail Scheme

Environmental Impact Assessment Screening Assessment

Meath County Council

29/09/2020

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Document history

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Contents

Chapter Page

Figures

1. Introduction

Meath County Council (MCC) appointed Atkins to prepare an Environmental Impact Assessment (EIA) Screening Report to support a Part 8 Planning Application for the realignment of the existing N52 route between Grange and Clontail in County Meath.

The N52 has been defined as one of the country's most important National Secondary Routes linking the northeast to the southwest of the country. In particular, the N52 serves the towns of Dundalk, Kells, Mullingar, Birr and Nenagh. In 2005 a national infrastructure plan entitled Transport 21 (later cancelled in 2011 due to economic decline) targeted the N52 for upgrade works including it as a 'strategic linking corridor'. The Westmeath, Meath and Louth County Development plans also earmark the N52 as a high priority component of their respective road networks needing to be upgraded. The overall aim of the scheme is to produce a safer route, which will adequately allow for an increase in traffic flow along this section of road.

Since the Phase 3 route option was selected in November 2018 it has been further developed as part of the Preliminary Design Stage. The existing N52 is narrow and winding with limited opportunities to overtake safely, has poor forward visibility, numerous accesses and no facilities for non-motorised users.

The existing site layout, along with the proposed red-line development boundary is presented in Figure 1-1. Appendix A includes the drawings of the proposed scheme.

1.1. Purpose of this Report

The purpose of this report is to determine whether the project requires the preparation of an Environmental Impact Assessment Report (EIAR). The project has been screened to generate a summarised overview of the potential impacts on the receiving environment, and in the context of relevant statutory requirements.

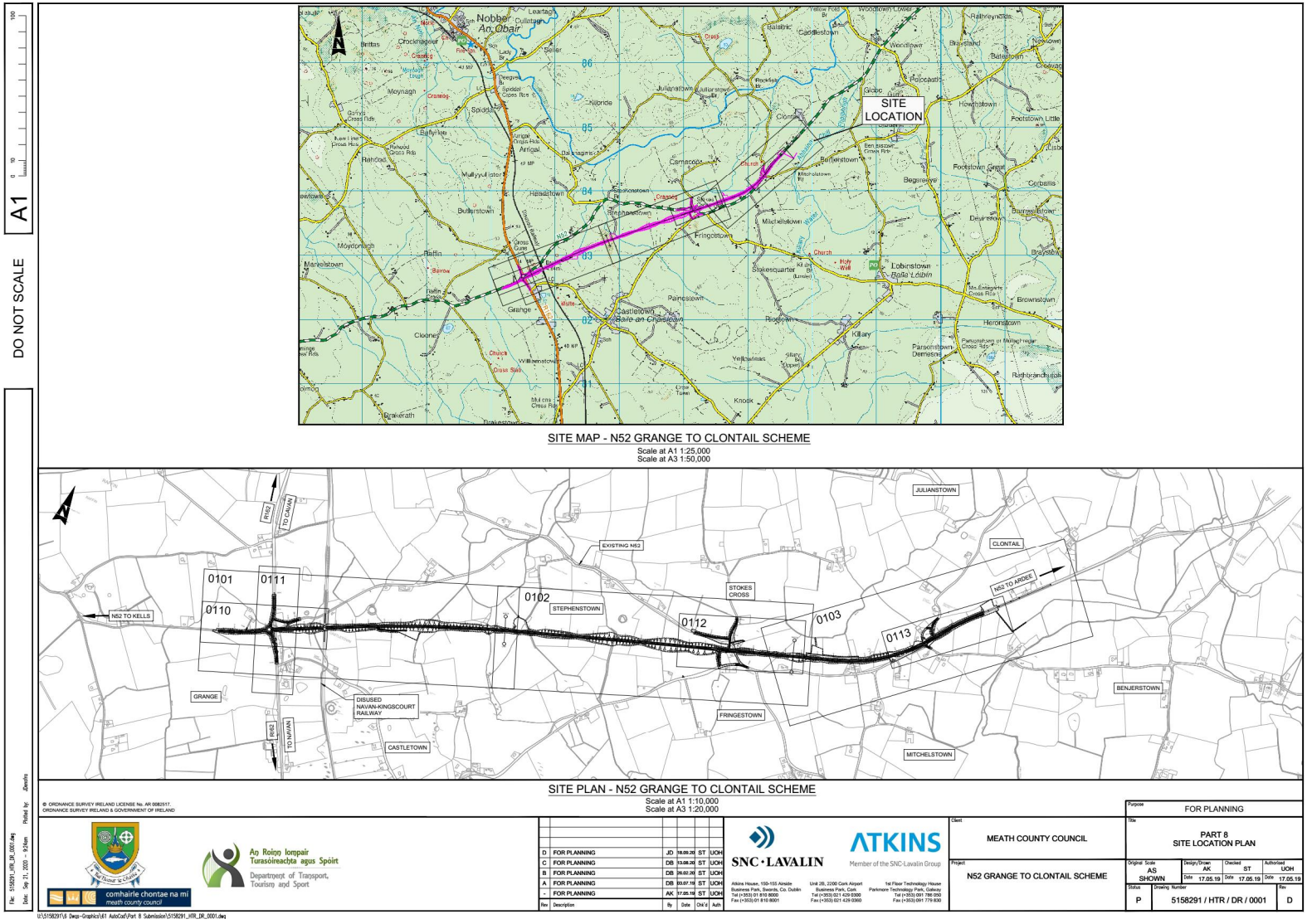

Figure 1-1 – Scheme Location

2. Methodology

Environmental Impact Assessment (EIA) screening has been undertaken for the project based on the following methodology.

The project has been screened in accordance with Section 50 of the Roads Acts 1993-2019 and Section 3.2 of the '*Guidelines on the Information to be contained in Environmental Impact Assessment Reports – Draft'* (EPA, 2017), the Environmental Impact Directive (85/337/EEC) (and all subsequent relevant amendments), and Planning and Development regulations (2001-2019)[1].

As set out under the relevant legislation (detailed further in Section 2.1 of this report), there are two key steps when carrying out EIA screening for a particular roads project;

- **Step 1** is to determine if the proposed infrastructure works represent a project as understood by the Directive and if a mandatory EIAR is required. Such projects are defined in Article 4 of the EIA Directive and set out in Annexes I and II. Projects requiring a mandatory EIAR are included under Section 50 of the Roads Act (1993-2019), S.I. No. 279 of 2019 amendments and the prescribed projects listed in Section 8 of the Roads Regulations,1994 (S.I. No. 119 of 1994).
- **Step 2** is to determine if the project is likely to have significant effects on the receiving environment. Section 50 (1)(b) of the Roads Act (1993-2019) states that if An Bord Pleanála considers that any road development proposed (other than development to which paragraph (a) applies) consisting of the construction of a proposed public road or the improvement of an existing public road would be likely to have significant effects on the environment it shall direct that the development be subject to an environmental impact assessment. Section 50 (1)(e) of the Roads Act (1993-2019) states where a decision is being made pursuant to this subsection on whether a road development that is proposed would or would not be likely to have significant effects on the environment, An Bord Pleanála, or the road authority or the Authority concerned (as the case may be), shall take into account the relevant selection criteria specified in Annex III. Annex III as has been transposed into Irish Legislation via Schedule 7 of the Planning and Development Regulations 2001-2019.

  There are no exacting rules as to what constitutes "significant" in terms of environmental impacts. The responsibility is on Planning Authorities to carefully examine every aspect of a development in the context of characterisation of the project; location of the project and type and characteristics of potential impacts. It is generally not necessary to provide specialist studies or technical reports to complete this screening process, rather to investigate where further studies may be required, and where risks, if any, to the integrity of the receiving environment may lie.

For the purposes of screening sub-threshold development for EIA, all of the relevant information as presented within EIA Planning and Development Regulations 2019 (Schedule 7A) has been provided on behalf of the applicant, Meath County Council. The potential for each project to pose a significant impact to the receiving environment has also been evaluated in accordance with criteria listed in the Planning & Development Regulations, 2001, and EIA Planning and Development Regulations 2019 (Schedule 7).

The findings of the EIA screening assessment have informed our professional opinion as to whether an EIAR is warranted, with due regard to all relevant statutory requirements and technical guidance. However ultimately it is the responsibility of the relevant planning authority to make a determination as to whether an EIAR is required for a particular project, based on the findings of the screening assessment.

Figure 2-1 provides a summary of the main steps involved in the EIA screening process.

[1] Including S.I. No. 296 of 2018 - European Union (Planning and Development) (Environmental Impact Assessment) Regulations 2018, and S.I No. 235 of 2019 Planning and Development Act 2000 (Exempted Developments) Regulations 2019.

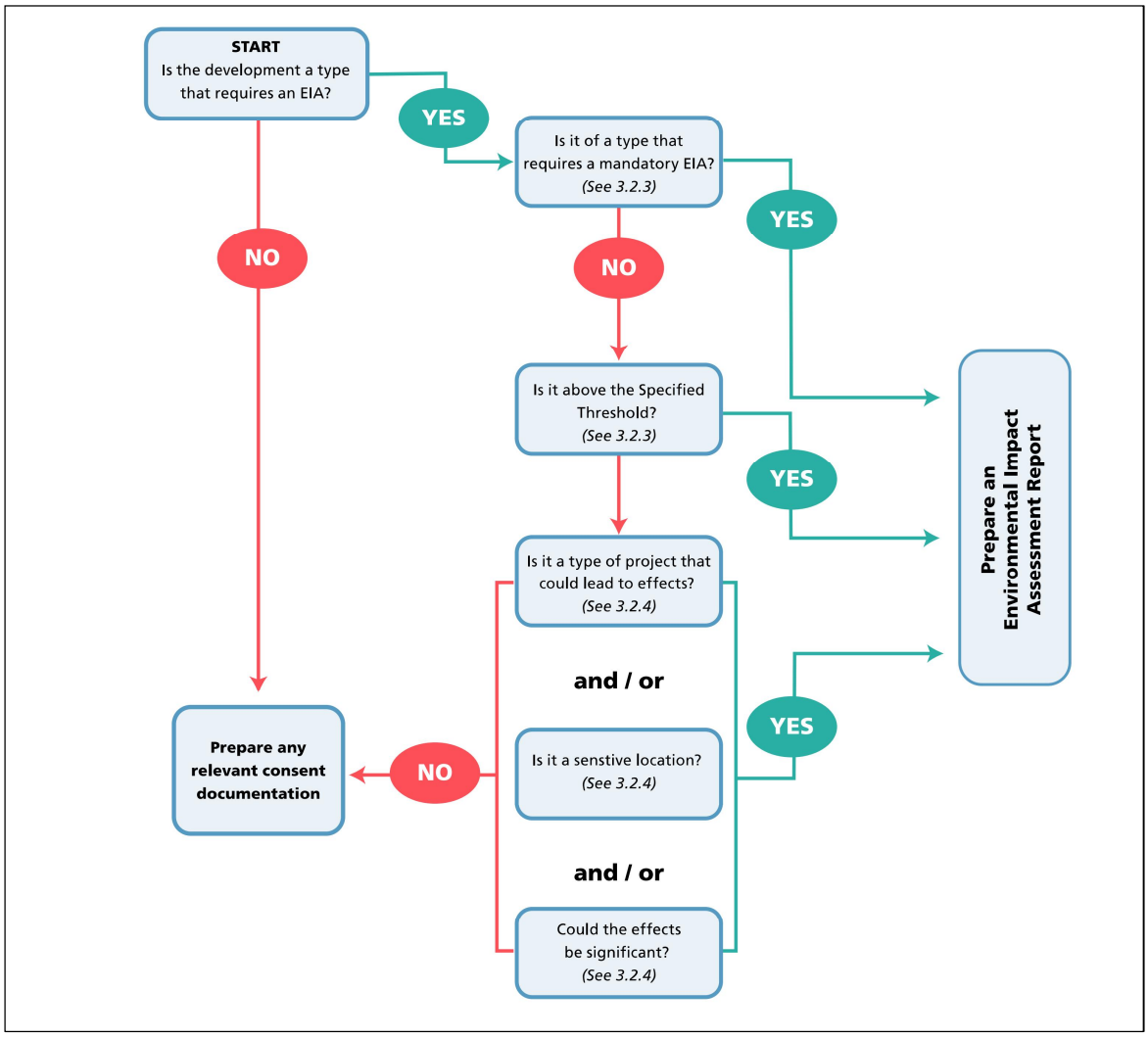

Figure 2-1 – EIA Screening Process (Source: 'Guidelines on the Information to be contained in Environmental Impact Assessment Reports – Draft' (EPA, 2017)).

2.1. Relevant Legislation

The Environmental Impact Directive (85/337/EEC) was brought into force in 1985. Subsequent amendments were made with the following pieces of legislation - 97/11/EC, 2003/35/EC, 2009/31/EC, 2011/92/EU and 2014/52/EU. The Directive was originally transposed into Irish Law by the European Communities (Environmental Impact Assessment) Regulations, 1989 (S.I. No. 349/1989). This amended the Local Government (Planning and Development Act) 1963 and introduced the requirement for an Environmental Impact Assessment in certain specified circumstances. The most recent amendment to the Directive is focused on clarifying and simplifying the process of EIA. The screening criteria have been updated, and Member States have a mandate to simplify their assessment procedures. EIA reports are to be made more readily understandable to members of the general public. Section 50 of the Roads Acts 1993-2019 outlines certain categories of roads projects which require an EIAR.

Recent regulations ((Planning and Development) Environmental Impact Assessment Regulations 2018 - S.I No. 296 of 2018) transposing the 2014 EIA Directive were adopted in 2018. These regulations amend the Planning and Development Regulations 2001 (S.I. No.600 of 2001); they seek to transpose EIA Directive 2014/52/EU and to give further effect to the 2011 Directive, as follows:

- An EIAR is required as a matter of course on specified large-scale projects which have a high likelihood of impacting on the receiving environment. These projects are listed in full within the Planning & Development Regulations (2001-2019), Schedule 5, Part 1 – Development for the purposes of Part 10.

- Each EU Member State has discretionary consideration for the requirement of an EIA in relation to various processes and activities. These projects are listed in full within the Planning & Development Regulations (2001-2019), Schedule 5, Part 2 – Development for the purposes of Part 10. If the proposed project is listed under Schedule 5, Part 2, but does not exceed the relevant stated thresholds, it is considered to be sub-threshold. Part 10, article 92 of the Planning & Development Regulations, 2001 as amended states "*'sub-threshold development' means development of a type set out in Part 2 of Schedule 5, which does not equal or exceed, as the case may be, a quantity, area or other limit specified in that Schedule in respect of the relevant class of development".* Any sub-threshold developments should be evaluated to determine if the project is likely to have a significant impact on the environment.
- Criteria to evaluate whether significant impacts on the receiving environment will arise from a proposed development are listed under Schedule 7 of the relevant Planning & Development Regulations (2001-2019). A list of the relevant information to be provided by the applicant or developer for the purposes of sub-threshold EIA screening is presented in Schedule 7A of the Regulations, and summarised below;

    1. A description of the proposed development, including in particular:

        (a) a description of the physical characteristics of the whole proposed development and, where relevant, of demolition works; and,

        (b) a description of the location of the proposed development, with particular regard to the environmental sensitivity of geographical areas likely to be affected.

    2. A description of the aspects of the environment likely to be significantly affected by the proposed development.
    3. A description of any likely significant effects, to the extent of the information available on such effects, of the proposed development on the environment resulting from:

        (a) the expected residues and emissions and the production of waste, where relevant: and,

        (b) the use of natural resources, in particular soil, land, water and biodiversity.

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

3. Screening Assessment

3.1. Step 1 - Mandatory Screening for EIA

The scheme has been screened against the criteria outlined in Section 50(1)(a) of the Roads Act 1993-2019[2] and Article 8 of S.I. No. 119/1994- Roads Regulations, 1994[3]. This project does not fall within any category of development requiring a mandatory EIA; hence the preparation of an EIAR is not required under Section 50 (1)(a).

3.1.1. Sub-threshold Development Likely to Have Significant Effects on the Environment

The scheme has been screened against the criteria outlined in Section 50(1)(b) of the Roads Act 1993-2019, as follows;

> *'Where the Minister considers that any proposed road development (other than development to which paragraph (a) applies) consisting of the construction of a proposed public road or the improvement of an existing public road would be likely to have significant effects on the environment, he shall direct the road authority to prepare an environmental impact statement in respect of such proposed road development and the authority shall comply with such direction'.*

Therefore, it is considered that the scheme should undergo an EIA screening to determine if an EIAR would be required in accordance with Section 50(1)(b) of the Roads Act 1993-2019.

3.2. Step 2 - Determining if the project is likely to have significant effect on the receiving environment.[4]

For ease of reference, each criterion which must be considered (as per the relevant regulations) in order to determine if the project is likely to have a significant effect on the receiving environment is set out below (*in italics*), followed by the corresponding response.

3.2.1. Description of the Proposed Development (Schedule 7A(1))

A description of the Physical Characteristics of the Whole Proposed Development and Where Relevant of Demolition Works (Schedule 7A (1) (a))

Meath County Council (MCC) proposes to realign a section of the existing N52 route between a proposed roundabout in the townland of Grange in Co. Meath to the west and extend to an appropriate tie-in point in the townland of Clontail in Co. Meath to the east. The overall mainline route length is 4.8km. The route includes:

- 0.7 km of online and 4.1 km of offline sections;
- 3no. mainline junctions; 1no. roundabout and 2no. staggered cross-roads;
- Realignment of 5no. side roads; from west to east: R162, L3406, L34013, L5600 and L74102
- Construction of 6no of Structures: 2no. accommodation underpasses and 4 No. culverts; and;
- Demolition of 2no. properties (1no. residential property and the partial demolition of 1no. commercial property).

The overall aim of the scheme will propose to remove a significantly sub-standard section (ca. 4.8km mainline-ca. 5.4km in total) of the existing N52 route. The route incorporates shared cycle / pedestrian paths on one side of the carriageway which promotes its use by vulnerable users on this section of the network.

This proposed route is in accordance with an objective of Meath County Council Development Plan 2013-2019 as follows:

[2] http://www.irishstatutebook.ie/eli/1993/act/14/section/50/enacted/en/html#sec50
[3] http://www.irishstatutebook.ie/eli/1994/si/119/made/en/print
[4] Pursuant to Schedule 7(A) of the Planning and Development Regulations as amended 2001-2018

'To support, where appropriate, major road improvements, bypasses of local towns and villages and proposed national road schemes by reserving the corridors of any such proposed routes free of developments, which would interfere with the provision of such proposals (MCC, 2013)*.'*

The proposed route commences at the western edge of the study area in the townland of Grange to the west of the existing R162/N52 staggered junction which is proposed to be upgraded to a roundabout. After the proposed roundabout junction of the R162/N52, the route continues in a north easterly direction, where it intersects at grade with the disused Navan to Kingscourt railway line. The route then continues north east crossing the Headstown Stream and the Stephenstown Stream. It crosses at grade with the existing N52 at Stokes Cross junction, just south of the intersection of the N52 with the L34013 and north of the intersection of the N52 with the L1604 and the L3406. The proposed route continues in a north easterly direction and continues along the rear of a number of residential properties in a north easterly direction to tie into the existing N52 just before the local road crossing of the L5600 and the L74102. The scheme continues on line along the existing N52 until it reaches its eventual tie in point in the townland of Clontail. The proposed route also crosses 2no. unnamed streams. In total 4no. watercourse crossings require Section 50 applications to the OPW which have been approved.

The type of road proposed to be constructed is a Type 2 Single Carriageway, all-purpose road with a 3.50m lane in each direction constructed to the geometric standards of TII Publication DN-GEO-03031 (Rural Road Link Design) and TII Standard Construction Detail CC-SCD-00002 with a Design Speed of 100kmph considered to be appropriate for the proposed scheme. The road cross section identified in Figure 3-1 below provides facilities for pedestrians and cyclists in the form of a two-way facility located on one side of the road.

The proposed route cross-sections will, where practicable, also account for inclusion of '*Clear Zones'* (as defined in TII Publication DN-REQ-03034) to provide forgiving roadsides, and maintenance areas (as defined in accordance with DN-GEO-03036).

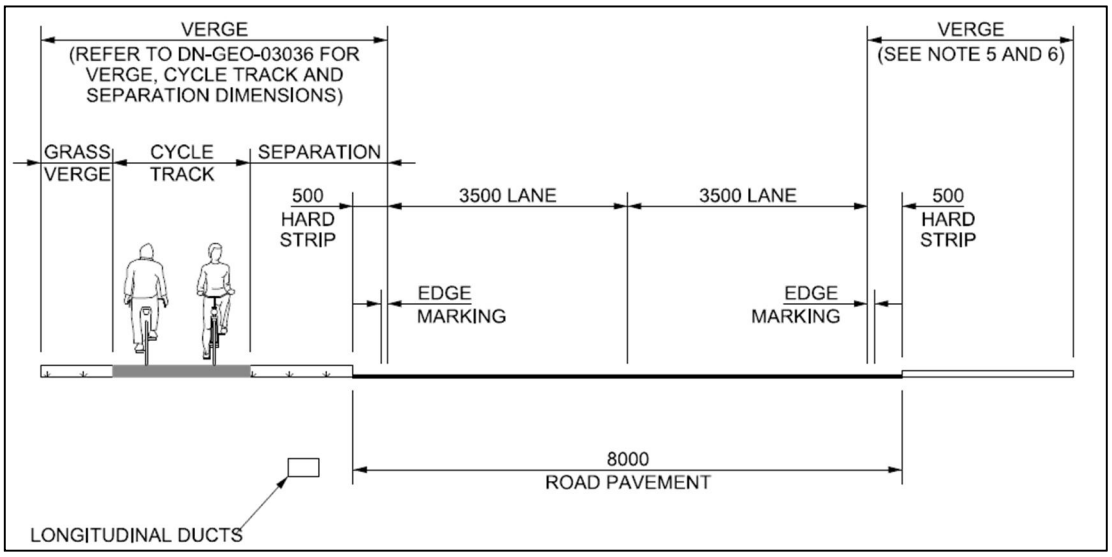

Figure 3-1: Type 2 Single Carriageway (CC-SCD-00002)

It is proposed to have 3no. junctions on the proposed scheme as follows;

- 4-arm roundabout at the existing N52/R162 junction and adjacent local/ regional road T-junction;
- Staggered cross-roads at Stroke's Cross; and,
- Staggered cross-roads at Mitchelstown Cross.

The total anticipated volume of waste soils to be removed offsite during the construction phase will be ca. 137,900m^{3}comprising soft silt, peat and unacceptable clay material.

A Description of the Location of the Proposed Development, with Particular Regard to the Environmental Sensitivity of Geographical Areas Likely to be Affected (Schedule 7A(1)(b)).

The proposed N52 route commences at the western edge of the proposed scheme in the townland of Grange which eventually ties into the existing N52 in the townland of Clontail. The land surrounding

the project comprises of predominately agricultural land with local roads and residential dwellings. The project will intersect with the existing N52 national secondary route at the eastern and western extents as well as the R162 regional road. The proposed road crosses the disused Kingscourt to Navan Railway line at grade.

Agronomy

The land parcels in this scheme comprise 13no. land parcels used for tillage, dairying, and grassland for mixed livestock production. No farmyards or animal handling facilities will be impacted by the scheme. Of the land that is in grassland use, a large proportion of holdings are either sheep and/or beef farms while vegetable and cereal crops are grown in the land that are tillage. There are 2no. intensive dairy farms impacted by this scheme.

Designated Conservation Area

The proposed route does not lie within any Natura 2000 sites. There are 3no. Natura 2000 sites within 15km of the scheme.

There are 2no. SACs within 15km of the proposed scheme. The closest SAC to the proposed scheme is the River Boyne and River Blackwater SAC (Site Code: 002299) located ca. 9.2km south west and the closest land-based SAC is the Kilyconny Bog (Cloghbally) (Site Code: 000006) located ca. 14km west of the proposed scheme.

There is 1no. SPA within 15km of the proposed scheme. This SPA is the River Boyne and River Blackwater (Site Code: 004232) located ca. 9.7km southwest of the proposed scheme.

There are 11no. proposed Natural Heritage Areas (pNHAs) and no Natural Heritage Areas within 15km of the scheme. The closest pNHA is Mentrim Lough (Site Code: 001587) located ca. 5km north east of the proposed scheme. There is a Geological Heritage site, a disused quarry called Kilbride quarry (GIS Code: MH021) located ca. 1.40km north of the proposed route.

There are four key hydrological features intercepted by the proposed scheme, as follows;

- The Stephenstown Stream which drains in a northerly/north-westerly direction to discharge to the River Dee;
- The Headstown Stream which drains in a northerly/north-westerly direction to the Stephenstown Stream, prior to discharging to the River Dee; and,
- 2no. unnamed streams which flow in a general northern direction through the scheme before joining with the River Dee.

The scheme primarily runs along agricultural lands and intersects with the 4no. watercourses, all of which are tributaries of the River Dee. The Headstown stream flows in a northerly / north-easterly direction before joining the Stephenstown stream (north of the scheme) ca. 1km downstream. This stream then flows in a northerly direction before it joins the River Dee (IE_NB_06D10360), ca. 1.7km downstream (north) from the scheme crossing point. The River Dee flows in an easterly / north-easterly direction prior to discharging to the Irish Sea, via. the Glyde Estuary (IE_NB_040_0500), ca. 30km downstream of the scheme.

The estuary of the River Glyde is located within Dundalk Bay which is a SPA (Site Code: 004026), SAC (Site Code: 000455) and a proposed Natural Heritage Area (Site Code: 000455) and is located ca. 22.6km northeast, or ca. 30km downstream of the scheme. Although Dundalk Bay SAC is geographically not the closest SAC to the scheme, the scheme does fall within the Newry, Fane, Glyde and Dee catchment area which feeds into Dundalk Bay SAC/SPA and pNHA and therefore there is an indirect link through hydrological pathways between Dundalk Bay SAC/SPA/pNHA and the scheme.

The Headstown and Stephenstown watercourses have been assigned a '*Good* Water Framework Directive (WFD) quality for the 2013-2018 monitoring period and have been identified as '*At Risk*' of not achieving good water quality status under the WFD objectives. The River Dee (IE_NB_06D10360) has been assigned a '*Moderate*' ecological status and has been identified as '*At Risk*' of not meeting relevant WFD objectives.

The scheme lies predominantly within the Ardee (IE_NB_G_018) and Louth (IEGBNI_NB_G_019) groundwater bodies with a small section of the scheme located within the Moynalty (IE_EA_G_015) groundwater body. The scheme and Dundalk Bay SAC are located within the Louth Groundwater Body. According to the GSI (2020) there are 2no. groundwater wells along the scheme. There is 1no.

groundwater borehole potentially located beneath the western portion of the scheme (GIS Ref 2627NEW037). This well was drilled in 1899 and is stated to be of poor yield (GSI 2020). There is a well located towards the east of the scheme, adjacent to the existing N52 for domestic use only drilled in 1969 (GSI Ref: 2627NEW026) (GSI 2020). It is also categorised as a poor yielding well. 4no. wells have been identified within land parcels intercepted by the proposed scheme as per the Agronomy reports prepared by Philip Farrelly and Company (2019).

Hydrogeology

It is assumed that all residential properties within the vicinity of the proposed scheme are likely supplied by private wells. A pre-construction well survey will be carried out at all properties within 150m of the proposed scheme. Any wells which may potentially be at risk (via. resource / quality impacts) during the construction or operational phases will be identified and appropriate measures implemented in order to protect any vulnerable groundwater supplies within the vicinity.

There are no Public Drinking Water Supply and Sources Protection Zones within 2km of the proposed scheme (GSI, 2020). The Nobber Inner Public Supply Source Protection Zone is the closest and is located ca. 3.40km north of the scheme. Taking account of the distance of this public water supply there is no residual risk to regional potable supplies.

The scheme is underlain primarily by deep well drained mineral till, with some minor portions of lacustrine type soils, sands and gravels including localised esker deposits, alluvium and a very localised area of peat in the west. Bedrock underlying the proposed route also comprises the Cruicetown Group along the western portion, the Navan Beds Formation beneath the central portion, and the Clontail Formation along the eastern portion. The alignment traverses an area of till deposited drumlins which are present right across the north of County Meath. The drumlins within this area predominantly comprise clayey or silty till and often present with historical laminations or fissures and complex hydrogeological interactions that require close consideration with regards slope stability. There is no evidence of any karst features being present within the study area. No landslides, or historic mines have been reported within the study area.

Geology

Ca. 30% of this scheme is underlain by a locally important bedrock aquifer which is moderately productive only in local zones to the west of the scheme and ca. 70% underlain by a poor bedrock aquifer which is generally unproductive except for local zones to the east of the scheme (GIS, 2020). Groundwater vulnerability beneath the proposed route has been classified as GSI (2020) primarily as '*Moderate*' in the western portion and '*High*' in the east portion of the scheme. The scheme also intercepts small portions of bedrock that has been classified as '*Extreme*' vulnerability and '*Rock at or near Surface or Karst*'.

Flooding

A flood risk assessment (FRA) has been carried out by Atkins (2019) for the proposed scheme and concludes that the proposed scheme is not at risk of flooding. A Flood Level Analysis was carried out to determine whether the proposed route at the four crossing points are within the 1 in 100-year flood plain (inclusive of climate change). Culverts are proposed where the new road crosses the watercourses. The size of the culverts have been determined through assessing the existing flood levels in the watercourses at each crossing location.

The scheme crosses four watercourses, the Headstown, Stephenstown and two unnamed streams as well as other smaller local field ditches. There is no evidence of historic flooding within the immediate vicinity of the development route, however, the OPW preliminary FRA flood maps indicate that the proposed road may be within the 1 in 100-year fluvial floodplain of the Stephenstown Stream. The FRA has demonstrated that the proposed road formation levels reside above the 1 in 100-year flood levels of all four watercourse crossings, with a provision of a minimum 300mm freeboard. Culverts have been sized sufficiently at the four watercourse crossing locations to ensure the existing flows with an allowance for climate change can be conveyed. The land use downstream of the site has been identified as agricultural, therefore the receptor vulnerability is classified as low.

Biodiversity

Meath County Council advised that Japanese knotweed (*Fallopia japonica*) was reported to the west of the disused railway line immediately north of the existing N52, and to the north of the proposed route along the existing N52. These locations are directly impacted by the proposed route. A site

walkover survey of the general study area undertaken by an experienced Atkins Senior Ecologist in August 2018, found no evidence of invasive species along the proposed scheme.

Archaeology and Cultural Heritage

There are 6no. recorded Sites and Monuments Records (SMR) features within the immediate vicinity of the proposed scheme (NMS, 2019), as follows;

- Ringfort – rath (RMP Ref: ME012-012----) – The proposed route is located ca. 15-20m south of the Zone of Notification (ZoN);

  The Archaeological Inventory of County Meath describes the church as follows;

  'Raised oval area defined by earthen bank SSW-WNW and elsewhere by scarp (dims. NE-SW 60m, NW-SE 45m) with traces of external fosse W-NNE. Original entrance cannot be determined.'

- Ringfort – rath (RMP Ref: ME012-013----) – The proposed route is located ca. 5-10m south of the ZoN – Moore Group (2018) stated that this site is *'subject to a Preservation Order (PO No. 11/1970)'*;

  The Archaeological Inventory of County Meath describes the ringfort as follows;

  'Raised circular area defined by slight remains of bank (diam. 22m) and of fosse S-W. Original entrance may be at S. Circular raised area (diam. 9m), possibly a hut platform, in centre. This monument is subject to a preservation order made under the National Monuments Acts 1930 to 2014 (PO no. 11/1970).

- Ringfort – rath (RMP Ref: ME012-014----) – The proposed route is located ca. 40m south of the ZoN;

  The Archaeological Inventory of County Meath describes the ringfort as follows;

  'Circular area (diam. 40m) defined by two earthen banks with intervening fosse and traces of outer fosse SE-NW. Original entrance may be at N.'

- Ringfort – rath (RMP Ref: ME012-004----) – The proposed route is located ca. 20-25m south of the ZoN;

  The Archaeological Inventory of County Meath describes the ringfort as follows;

  'Raised circular natural hill (dims. of top 27m ENE-WSW, 22m SSE-NNW) with berm and external bank at base WNW-SE. House platform on summit. No visible entrance.'

- Castle – unclassified (RMP Ref: ME012-008----) – The proposed route is located immediately south of the ZoN;

  The Archaeological Inventory of County Meath describes the castle as follows;

  'A castle at Clontail (4) in Mitchelstown parish and Slane barony is depicted on the Down Survey (1656-8) barony map adjacent to the church (http://downsurvey.tcd.ie/). According to the Civil Survey (1654-6) the John Stokes owned 194 acres at Mitchelstown and Clontail in 1640, which together comprised the whole parish, and 'a stone house, a corn mill, a tuck mill, and some cabins' were on the Stokes property (Simington 1940, 358). Stokestown Castle is depicted as a fragment of a wall on the 1836 ed. of the OS 6-inch map c. 60m E of the parish church (ME012-007----). There is a slight rise in a gently undulating landscape.'

- Church (RMP Ref: ME012-007----) & Graveyard (RMP Ref: ME012-007001-) – The proposed route is located ca. 40-45m south of the ZoN;

  The Archaeological Inventory of County Meath describes the church as follows;

  'Situated on a knoll in an undulating landscape with the S-N Killary Water c. 550m to the E. A church at Stokes is listed in the ecclesiastical taxation (1302-06) of Pope Nicholas IV (Cal. doc. Ire. 5, 261). Ussher (1622) describes the church and chancel at Stokestown as ruinous (Erlington 1847-64, 1, xciv). The church of Michellstonne is depicted as a roofless ruin on the Down Survey (1656-8) barony map of Slane with a castle adjacent. According to Dopping's Visitation (1682-5) the parish church Stokestown alias Mitchelstown was dedicated to St. Nicholas, but while the walls of the church were standing the chancel was not and it was not enclosed (Ellison 1973, 6).

The site of the medieval parish church of Mitchelstown parish is within a sub-triangular graveyard (max. dims c. 50m E-W; c. 33m N-S) defined by a stone-clad scarp, with the apex at E that has a public road curving around the perimeter NW-E-SE. The church is visible as the grass covered foundations of nave (int. dims 10.7m plus E-W; c. 4m N-S) and chancel (int. dims 4.8m E-W; E-W; 3.4mm N-S) structure with part of the overgrown SW angle of the nave standing (H c. 2m). The site of Stokestown castle (ME012-008----) is c. 60m to the E. For the Down Survey (1656-8) barony map of Slane.'

The Archaeological Inventory of County Meath describes the graveyard as follows;

'Situated on a knoll in an undulating landscape with the S-N Killary Water c. 550m to the E. The site of the medieval parish church of Mitchelstown parish (ME012-007----) is within a sub-triangular graveyard (max. dims c. 50m E-W; c. 33m N-S) defined by a stone wall, with the apex at E and a public road curving around the perimeter NW-E-SE.'

An archaeology survey completed by Moore Group (2019) consisted initially of a geophysical survey followed by targeted excavations. The ground survey completed by Moore Group indicated that 3no. areas of the proposed scheme area have high archaeology potential with moderate archaeological sensitivity (previously unrecorded) containing potential enclosures. This report is included as part of the Cultural Heritage Impact Assessment Report in Appendix B.

There are no features noted on the National Inventory Architectural Heritage within the immediate vicinity of the proposed scheme as identified by the NMS (2019) and Moore Group (2018).

The aspects of the environment which could potentially be significantly affected by the proposed development are evaluated further within Section 3.2.2 of this report ('*Location of proposed development - The environmental sensitivity of geographical areas likely to be affected by the proposed development'*) as required under Schedule 7 of the relevant regulations.

3.2.2. Description of Aspects of the Environment Likely to be Significantly affected by the Proposed Development (Schedule 7A (2)).

The proposed scheme does not lie within any Natura 2000 sites, nature reserves or existing/ proposed natural heritage areas (detailed in Section 3.2.1 of this report). There are 3no. Natura 2000 sites within 15km of the site. It is not anticipated that there will be a significant impact on these areas.

6 no. recorded monuments are listed in Section 3.2.1. It is not anticipated that there will be a significant impact on these sites. The ground survey completed by Moore Group indicated that 3no. areas of the proposed scheme area have high archaeology potential and moderate sensitivity (previously unrecorded) containing potential enclosures. These areas have been assessed in the Cultural Heritage Impact Assessment Report (Moore Group, 2019) included in Appendix B. Mitigation measures were also recommended in the report to reduce impact on archaeology from the proposed scheme.

The other relevant aspects of the environment (including human health) which could potentially be significantly affected by the proposed scheme are the receiving groundwater and surface water environment, air quality environment, the receiving noise and vibration environment, and the receiving traffic environment, during the construction phase. These are outlined in further detail in the following paragraphs.

The works will mainly involve the excavation of agricultural land. The maximum anticipated depth of cutting is 11m. Based on the Ground Investigation of the scheme, shallow groundwater could potentially be encountered during construction work.

The Stephenstown Stream, Headstown Stream and 2no. unnamed streams flow in a general northern direction through the scheme before joining with the River Dee to the north and discharging to Dundalk Bay ca. 30km downstream of the proposed scheme. The Contractor will be obliged to prepare a project specific Construction Environmental Management Plan (CEMP) prior to commencement of the proposed development, which will include specific mitigation measures to be implemented to fully address any potential surface water impacts and monitoring as necessary. Due to the nature and scale of the project it is anticipated that the construction works, and operation of the proposed development will not have a significant impact on surface water quality.

Dust may be generated during the construction phase of the proposed development. The Air Quality Index for Meath is 'good' (EPA, 2020). However, management of dust will be in line with relevant best practice measures such as those set out in *'Guidelines for the Treatment of Air Quality During the*

Planning and Construction of National Road Schemes' (NRA, 2011). Due to the nature and scale of the project it is anticipated that the construction works, and operation of the proposed development will not have a significant impact on air quality.

Construction will require the use of machinery and the presence of such machines may result in a temporary increase of noise and /or vibration. Noise levels shall not exceed the indicative levels of acceptability for construction noise in an urban environment as set out in the NRA guidance 'Good Practice Guidance for the Treatment of Noise during the Planning of National Road Schemes' (NRA, 2014). Contractors will be required to comply with the requirements of the European Communities (Construction Plant and Equipment) (Permissible Noise Levels) Regulations, 1988 as amended in 1990 and 1996 (S.I. No. 320 of 1988, S.I. No. 297 of 1990 and S.I. No. 359 of 1996), and the Safety, Health and Welfare at Work (Control of Noise at Work) Regulations, 2006 (S.I. No. 371 of 2006). 6 no. properties have been identified as potentially impacted by noise during the operation of the scheme. A combination of low noise road surfacing and noise barriers at these locations will ensure that there is no significant impact from noise during the operational phase. Due to the nature and scale of the project it is anticipated that the construction works, and operation of the proposed development will not have a significant impact on noise.

From Atkins Traffic Forecast Report (2018) junction modelling was undertaken using TRL ARCADY and PICADY software, the industry standard for modelling priority roundabouts and junctions. All junctions within the new scheme are predicted to operate with a Level of Service rating of A and all are predicted to operate well within practical capacity for the scheme. A Description of Any Likely Significant Effects (To the Extent of The Information Available on Such Effects) of The Proposed Development on The Environment (Schedule 7A(3)).

The Expected Residues and Emissions and the Production of Waste where relevant (Schedule 7A (3)(a)).

The proposed development may give rise to air, noise and water emissions. However, the development will be designed in order to minimise any potential impacts as a result of these emissions during the operational phase. Standard mitigation measures will be implemented by the Contractor (refer to section 3.3.4) to address potential air and noise emissions during the construction phase. The Contractor will ensure that onsite storm water management during the construction phase is carried out in accordance with relevant best practice measures as set out in Construction Industry Research and Information Association (CIRIA) guidance *'C532 - Control of Water Pollution from Construction Sites'.*

During the construction phase the following waste streams will be generated: soil, construction and demolition (C&D) waste, mixed municipal waste (MMW), recyclables such as plastic wrapping, wooden pallets, paper and/or waste electrical and electronic equipment (WEEE). All waste generated will be disposed of by the Contactor in accordance with all relevant waste management legislation. The Contractor will be responsible for segregating each waste type as per the relevant List of Waste (LoW) (also referred to European Waste Catalogue (EWC)) code. All waste materials must be removed offsite by a suitably permitted waste haulage contractor who holds a current valid waste collection permit issued by the National Waste Collection Permit Office (NWCPO).

An Outline C&D Waste Management Plan has been prepared by Atkins (2020), which provides a framework for waste management and clearly identifies the processes that will be implemented onsite, whilst also seeking to ensure compliance with relevant waste legislation, government policy objectives and project specific waste objectives. It will be the responsibility of the appointed Contractor to develop this document further and to prepare a project specific Detailed C&D WMP, as more information becomes available and there is more certainty in terms of the proposed project layout, construction methods, programme and waste streams, in accordance with Best Practice Guidelines on the Preparation of Waste Management Plans for Construction and Demolition Waste Projects' in advance of commencing the works.

The proposed development is not likely to have a significant environmental effect with regard to expected residues and emissions and the production of waste.

The Use of Any Natural Resources in particular soil, land, water and biodiversity (Schedule 7A (3)(b)).

Natural resources in the area are required to facilitate the development of this scheme during construction phases. The scheme will be constructed predominantly on agricultural land, with a portion of the scheme located along the existing N52. Due to the scale and nature of the scheme it is not anticipated that it will have a significant impact on land.

It is anticipated that the construction works will generate ca. 137,900m^3 of unsuitable material (with ca. 91,900m^3 of imported fill required). The contractor shall employ soil stabilisation measures to minimise the quantity of remaining material being disposed offsite. All soil requiring disposal offsite will require testing against the EPA "Determining if Waste is Hazardous" criteria, and (EPA 2015), and the waste acceptance criteria (WAC) for the receiving facilities before being moved offsite to an appropriate, licenced, permitted or registered facility.

All excess soil will be transported directly offsite to a licenced/ permitted/ registered waste disposal facility. Suitable soil will be required to be imported as engineering grade fill material during the proposed works. The use of other natural resources with respect to soils and land will not be required arising from the proposed development.

Small sections of field boundaries will require removal. The use of other natural resources with respect to biodiversity will not be required arising from the proposed development. 4no. watercourses will be intercepted by the proposed scheme. These watercourses will be culverted in accordance with best practice guidelines to eliminate potential significant impacts on surface water.

Therefore, based on the environmental setting, and taking account of the nature, scale and location of the proposed scheme other than standard construction materials, the proposed development (during both construction and operational phases) will not have a significant impact on natural resources

3.2.3. The Compilation of The Information at Paragraphs 1 To 3 Shall Take into Account, where Relevant, the Criteria set out in Schedule 7 (Schedule 7A(4)).

All relevant criteria set out in Schedule 7 of the Regulations is presented in Section 3.3 ('*Criteria for Determining Whether Development Listed in Part 2 of Schedule 5 Should be subject to an EIA'*) of this screening report.

During the preparation of Sections 3.2.1 to 3.2.3 (i.e. Schedule 7A (1) to (3)) all pertinent Schedule 7 information has been taken account of as required, with specific details presented in the following section of this report (Section 3.3).

3.3. Criteria for Determining Whether Development Listed in Part 2 of Schedule 5 Should be subject to an EIA[5]

3.3.1. Characteristics of proposed development (Schedule 7(1))

The size and design of the whole of the proposed development (Schedule 7(1)(a))

Refer to Section 3.2.1 under '*A description of the Physical Characteristics of the Whole Proposed Development and Where Relevant of Demolition Works (Schedule 7A (1) (a))*'.

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 (Schedule 7(1) (b))

Committed Development

A search of Meath County Council Planning records has been undertaken for the applications submitted within the last 7 years in the vicinity of the scheme. The site is located within the townlands of Grange and Clontail. The majority of these planning applications are small scale projects comprising renovations and extensions of existing residential properties

This search identified 7no. developments which are in close proximity to the proposed scheme, none of which appear to be constructed. These applications are small scale in nature (i.e. extension works, or property retention works) as presented below.

- Planning Application Reference No. KA190193 (Granted May 2019);

  The planning application is for a proposed walled silage pit and all associated works to existing farm complex. Planning was granted on the 31/05/2019. This site is accessed off an existing agricultural access on to the N52. The proposed silage pit is to be located to the north of the

[5] Pursuant to Schedule 7 of the Planning and Development Regulations as amended 2001-2018

existing farmyard and has a concrete apron with a central dividing wall which creates two pits. This development is located ca. 330m north of the proposed scheme.

- Planning Application Reference No. KA150927 (Granted December 2015);

  The planning application is for a proposed the development will consist of the construction of a two-storey dwelling with detached domestic garage, installation of a septic tank and percolation area and a new entrance from the public road. Planning was granted on the 04/12/2015. This development is located ca. 230 m south of the proposed scheme.

- Planning Application Reference No. KA161212 (Granted February 2017);

  The planning application is for a proposed the development will consist of the reclamation of land by the importation and re-use of soil and sub-soil for the benefit of agricultural activity and all associated site works including wheel wash and temporary site office. Planning was granted in 17/02/2017. This development is located ca. 440m south of the proposed scheme.

- Planning Application Reference No. NA121054 (Granted March 2013);

  The planning application is for the construction of an extension of a dormer bungalow, entrance and puraflow wastewater treatment system to the existing house and demolition of existing garage. Permission was granted on the 19/03/2012. This development is located ca. 180m north of the proposed scheme.

- Planning Application Reference No. KA180040 (Granted April 2018);

  The planning application is for the construction of a single storey side extension to existing detached bungalow and all associated site works Permission was granted on the 17/04/2018. This development is located ca. 120m south of the proposed scheme.

- Planning Application Reference No. SA130005 (Granted March 2013);

  The planning application if for an extension of duration of planning permission Ref. No. SA/70268 which relates to an open farm – (a) to create a pleasant family orientated enterprise with a view to enhancing public awareness of environmental benefits of farming and nature, (b) to erect a wooden structure for the purposes of retailing organic locally produced vegetables, plants and local art, (c) to construct a shed for storing locally produced organic products, (d) to construct a partially covered small animal compound (e) the development will incorporate canteen, W.C etc. (f) to develop a visitor farm on an admission basis to display and educate the public on the production of food and (g) provision of signage at the entrance and all associated site works. Permission was granted on the 03/03/2013. This development is located ca. 55m south of the proposed scheme.

- Planning Application Reference No. LB140797 (Granted May 2015);

  The planning application is for the demolition of an existing dwelling and replacing with a proposed two storey dwelling and a detached domestic garage. The development will be served with a proprietary waste water treatment system, The required percolation area together with relocation and upgrade to existing site entrance and all associated site works are also proposed. Significant further information/revised plans submitted on this application. Permission was granted on the 25/05/2015. This development is located ca. 340m south of the proposed scheme.

All of the developments mentioned above are relatively minor projects and due to the nature, size and scale of these projects it is not likely that they will act in combination with the proposed scheme to cause significant impacts.

The nature of any associated demolition works (Schedule 7(1)(c))

Refer to Section 3.2.1 under 'A description of the Physical Characteristics of the Whole Proposed Development and Where Relevant of Demolition Works (Schedule 7A (1) (a))'. No significant impact arising from the proposed demolition works is anticipated.

The use of natural resources, in particular land, soil, water and biodiversity (Schedule 7(1)(d))

Refer to Section 3.2.3 under 'The Use of Any Natural Resources in particular soil, land, water and biodiversity (Schedule 7A (3)(b)). No significant impact on land soil water and biodiversity is anticipated from the proposed scheme.

The production of waste (Schedule 7(1)(e))

Refer to Section 3.2.3 under the '*The Expected Residues and Emissions and the Production of Waste where relevant (Schedule 7A (3)(a)).'* All waste will be removed to an appropriately licenced/ permitted waste disposal/ recovery facility.

Pollution and nuisances (Schedule 7(1)(f))

Refer to Section 3.2.2 under *'Description of Aspects of the Environment Likely to be Significantly affected by the Proposed Development (Schedule 7A (2))'.* There will be minimal impact on the Headstown stream, Stephenstown stream and the 2no. unnamed streams due to the limited nature of works proposed to be carried out at to these watercourse crossings. The Contractor will also be obliged to prepare a project specific Construction Environmental Management Plan (CEMP) prior to commencement of the proposed development, which will include specific mitigation measures to be implemented to fully address any potential surface water impacts and monitoring as necessary. No significant impact from pollution or nuisance is anticipated from the proposed scheme.

The risk of major accidents, and/or disasters which are relevant to the project concerned, including those caused by climate change, in accordance with scientific knowledge (Schedule 7(1)(g))

There are 2no. Seveso (COMAH) establishments within 15km of the proposed scheme. Grassland Agro located at The Pound Road, Slane, Co. Meath is a lower tier Seveso site and is located ca. 13.80km from the proposed scheme.

Due to the nature and scale of the works and control procedures to be implemented it is considered therefore, that the likely impact from accidents and /or disasters is not significant.

The risks to human health (for example, due to water contamination or air (Schedule 7(1)(h)) pollution)

Refer to Section 3.3.2 under *'Description of Aspects of the Environment Likely to be Significantly affected by the Proposed Development (Schedule 7A (2))'.* Dust may be generated during the construction phase. However, management of dust will be in line with best practice such as that set out in '*Guidelines for the Treatment of Air Quality During the Planning and Construction of National Road Schemes'* (NRA, 2011).

Noise levels, during the construction phase, shall not exceed the indicative levels of acceptability for construction noise in an urban environment as set out in the NRA guidance '*Good Practice Guidance for the Treatment of Noise during the Planning of National Road Schemes*' (NRA, 2014). Contractors will be required to comply with the requirements of the European Communities (Construction Plant and Equipment) (Permissible Noise Levels) Regulations, 1988 as amended in 1990 and 1996 (S.I. No. 320 of 1988, S.I. No. 297 of 1990 and S.I. No. 359 of 1996), and the Safety, Health and Welfare at Work (Control of Noise at Work) Regulations, 2006 (S.I. No. 371 of 2006). Mitigation measures such as low noise road surface and noise barriers will reduce the potential impact of noise on adjacent houses. No significant impact on human health due to noise pollution is anticipated to occur during the operational phase of the project.

There are no reported public drinking water supplies within a 2km radius of the scheme (GSI, 2019). It is assumed that all residential properties within the vicinity of the proposed scheme are likely supplied by private wells. A pre-construction well survey will be carried out at all properties within 150m of the proposed scheme. Any wells which may potentially be at risk (via. resource / quality impacts) during the construction or operational phases will be identified and appropriate measures implemented in order to protect any vulnerable groundwater supplies within the vicinity.

Given the location, nature and scale of the proposed development, the overall risk of adverse impacts to human health are low.

3.3.2. Location of proposed development - The environmental sensitivity of geographical areas likely to be affected by the proposed development (Schedule 7(2))

The existing and approved land use (Schedule 7(2)(a))

As detailed previously, the scheme will be located in a rural area on agricultural land and partially along the existing N52 road.

The relative abundance, availability, quality and regenerative capacity of natural resources (including soil, land, water and biodiversity) in the area and its underground (Schedule 7(2)(b))

Refer to Section 3.2.3 under '*The Use of Any Natural Resources in particular soil, land, water and biodiversity (Schedule 7A (3)(b)).* The proposed development is not likely to have a significant environmental effect with regard to the use of any natural resources.

The absorption capacity of the natural environment, paying particular attention to the following areas (Schedule 7(2)(c)):

(i) Wetlands, riparian areas, river mouths

The proposed scheme is located primarily along agricultural land and the existing N52 road. No significant impacts on wetlands or riparian areas are anticipated.

(ii) Coastal zones and the marine environment.

The proposed development is located ca. 27km west of the Irish Sea.

(iii) Mountain and forest areas.

There are no mountain or forested areas within 2km of the proposed development.

(iv) Nature reserves and parks

There are no nature reserves or parks within 15km of the scheme.

(v) Areas classified or protected under legislation, including Natura 2000 areas designated pursuant to the Habitats Directive and the Birds Directive

The proposed scheme does not lie within any Natura 2000 sites. There are 3no. Natura 2000 sites within 15km of the site.

There are 11no. proposed Natural Heritage Areas (pNHAs) and no Natural Heritage Areas within 15km of the scheme. The closest pNHA is Mentrim Lough (Site Code: 001587) located ca. 7km north east of the proposed scheme. There is a Geological Heritage site, a disused quarry called Kilbride quarry (GIS Code: MH021) located ca. 1.40km north of the proposed route.

The risk from the hydrological link between the proposed scheme and the Dundalk Bay SAC/SPA and pNHA is negated due to the scale and nature of the proposed scheme and fundamentally due to the geographical distance from the scheme to the designated sites. It is considered that the proposed scheme will not give rise to significant effects on Dundalk Bay SAC and Dundalk Bay SPA. There is no anticipated potential for significant impact on areas classified or protected under legislation.

(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.

The scheme lies within three groundwater bodies, predominantly within the Ardee and Louth groundwater bodies with a small section of the scheme located within the Moynalty groundwater body. The groundwater status in these groundwater bodies is '*Good'* for the 2013-2018 period (EPA, 2020). The risk of the Ardee and Louth groundwater bodies not achieving '*Good'* status in accordance with the EU Water Framework Directive (WFD) is currently under '*Review*'. The Moynalty groundwater body is '*Not at Risk'* of not achieving '*Good*' status in accordance with the EU Water Framework Directive (WFD).Due to the nature and scale of the works the proposed scheme is not anticipated to significantly impact groundwater quality.

The Water Framework Directive (WFD) has assigned a '*Good'* water quality status to the Headstown Stream and Stephenstown Stream and has identified both as being *'At risk'* of not meeting relevant WFD objectives. The WFD has assigned a '*Moderate'* water quality to the River Dee (IE_NB_06D10360) and it has been identified as '*At risk'* of failing to meet relevant WFD objectives. Due to the scale and nature of the works the proposed development is not anticipated to have a significant impact on surface water quality.

Air quality in the area is reported as '*Good*' (EPA 2020). Due to the nature and scale of the project it is anticipated that there will be no significant impact on air quality. Dust may be generated during the construction phase which has the potential to impact on human

health. However, management of dust will be in line with best practice such as that set out in *'Guidelines for the Treatment of Air Quality During the Planning and Construction of National Road Schemes'* (NRA, 2011). AWN Consulting conducted an air assessment on the proposed scheme during the route selection phase of the project. The assessment is based on identifying the number of sensitive receptor locations within 50m of the edge of the proposed route that would experience a change in traffic for the scheme. The proposed route NOx exposure index is 4977, the PM10 exposure index is 153 (AWN, 2018). The AWN report states the following;

> *'Pollution from traffic sources increases at low traffic speeds and during congested traffic conditions. An improvement in the road infrastructure is likely to improve traffic flow, due to less breaking on bends and accelerating out of them relative to the current alignment. In addition, the number of receptors directly impacted by the proposed routes will be less than the existing N52 route.'*

Therefore, no significant impacts are anticipated to air quality during the operational phase.

It is anticipated that during construction there may be an increase in noise volumes. The Contractor will be required to prepare a CEMP and implement standard construction control measures to minimise noise levels associated with construction works. Noise levels shall not exceed the indicative levels of acceptability for construction noise in an rural environment as set out in the TII guidance '*Good Practice Guidance for the Treatment of Noise during the Planning of National Road Schemes'* (TII, 2014). AWN Consulting conducted a noise assessment on the proposed scheme, with an approximate distance to a 60dB L_{den} contour established using the "noise footprint" graphs set out in Chapter 5 of the TII Guidance document. 6no. properties in the vicinity of the proposed scheme have the potential to experience exceedances in the 60 dB L_{den} design goal for new national roads in Ireland and will require control measures during the operation of the scheme. The following are control measures which will be implemented (AWN, 2018);

- *'Using local topography to provide screening along the route alignment, where possible (e.g. the use of false cuttings to provide acoustic and visual screening;'*
- *'Noise barriers which can take many forms, e.g. an earth bund, a stone wall or a proprietary timber noise barrier; and,'*
- *The use of low noise pavements should also be considered where practicable.'*

In summary there have been no significant or persistent failures in meeting environmental quality standards within the general area of the proposed scheme.

(vii) Densely populated areas

The proposed development will be constructed in rural County Meath with a population of 195,044 based on the 2016 census (CSO, 2016). The development will be constructed through agricultural land and partially along the existing N52. There are some residential properties adjacent to the proposed scheme. The proposed scheme is located partly within the Castletown (052) electoral division. The population of this area in 2011 was reported as 1,017. The population size has fallen by 2.2% to 995 in 2016 (CSO (2019)).

Due to the nature and scale of the project is anticipated that there will be no significant impact on densely populated areas.

(viii) Landscapes and sites of historical, cultural or archaeological significance

There are no Sites and Monuments Records (SMR) directly impacted by the scheme. There are 6no. recorded SMR features within the immediate vicinity of the scheme (NMS, 2019), as follows;

- Ringfort – rath (RMP Ref: ME012-012----) – The proposed route is located ca. 15-20m south of the Zone of Notification (ZoN);
- Ringfort – rath (RMP Ref: ME012-013----) – The proposed route is located ca. 5-10m south of the ZoN – Moore Group (2018) stated that this site is *'subject to a Preservation Order (PO No. 11/1970)'*;

- Ringfort – rath (RMP Ref: ME012-014----) – The proposed route is located ca. 40m south of the ZoN;
- Ringfort – rath (RMP Ref: ME012-004----) – The proposed route is located ca. 20-25m south of the ZoN;
- Castle – unclassified (RMP Ref: ME012-008----) – The proposed route is located immediately south of the ZoN;
- Church (RMP Ref: ME012-007----) & Graveyard (RMP Ref: ME012-007001-) – The proposed route is located ca. 40-45m south of the ZoN;

It is not anticipated that there will be a significant impact on these sites.

The ground survey completed by Moore Group indicated that 3no. areas of the proposed scheme area have high archaeology potential (previously unrecorded) containing potential enclosures.

Following the implementation of the mitigation measures identified in the Cultural Heritage Impact Assessment Report (Moore Group 2019) including targeted surveying, testing and excavation there is not anticipated to be a significant impact on archaeology from the proposed scheme.

No architectural features within vicinity of the proposed scheme have been identified which could be impacted by the proposed scheme.

3.3.3. Types and characteristics of potential impacts (Schedule 7(3))

The likely significant effects on the environment of the proposed development have been evaluated taking into account the following specific criteria.

The magnitude and spatial extent of the impact (for example, geographical area and size of the population likely to be affected) (Schedule 7(3)(a))

The spatial extent of potential impacts is limited to the footprint of the proposed scheme (refer to Figure 1-1). Based on the location, current site setting, and the nature of the proposed project, any potential impacts (during the construction and operational phases) are not likely to be significant in magnitude.

The nature of the impact (Schedule 7(3)(b))

There will be no significant impact on the receiving environment arising from the proposed development (during the construction or operational phases).

The transboundary nature of the impact (Schedule 7(3)(c))

There is no potential for transboundary impacts as a result of the proposed development (during the construction or operational phases).

The intensity and complexity of the impact (Schedule 7(3)(d))

There will be no significant impact on the receiving environment arising from the proposed development (during the construction or operational phases).

The probability of the impact (Schedule 7(3)(e))

The probability of such impacts on the receiving environment is low given the following considerations;

- The receiving environment is not considered to be at risk of significant impact due to the nature and scale of the proposed project;
- The Contractor will be obliged to implement standard best practice procedures prior to commencement of the proposed development including all environmental control measures for the onsite management of any pollution / nuisance issues which could arise during the construction phase.
- The Contractor will be obliged to prepare a project specific Construction Environmental Management Plan (CEMP) prior to commencement of the proposed development which will clearly set out all environmental control measures for the onsite management of any pollution / nuisance issues which could arise during the construction phase.

The expected onset, duration, frequency and reversibility of the impact (Schedule 7(3)(f))

The probability of impacts on the receiving environment is considered to be low, as previously outlined. Therefore, there shall be no requirement for the reversibility of the impacts caused by this development (during the construction or operational phases).

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 (Schedule 7(3)(g))

As previously detailed no significant cumulative impacts associated with the project (during the construction or operational phases) have been identified, arising from other existing and/or approved projects. Refer to Section 3.3.1 under '*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 (Schedule 7(1)(b)).'*

The possibility of effectively reducing the impact (Schedule 7(3)(h))

Significant effects on the receiving environment are not anticipated as a result of the provision of the proposed development (during the construction or operational phases). A project specific CEMP will be prepared by the appointed Contractor prior to the works commencing which will clearly set out all environmental control measures for the onsite management of any pollution / nuisance issues which could arise during the construction phase.

3.4. Step 3 – Potential for Significant Effects on the Receiving Environment

All relevant information as required under Schedule 7A has been provided on behalf of Meath County Council and is presented within Section 3.2 of this screening report. The potential for this project to pose a significant impact to the receiving environment has also been evaluated in accordance with criteria listed in the Planning & Development Regulations, 2001, and EIA Planning and Development Regulations 2018 (Schedule 7), as presented within Section 3.3 of this screening report, and Section 50(1)(b) of the Roads Act 1993-2019.

Based on the information provided within Section 3.2 and 3.3 of this report, it is considered that due to the size, nature, and characteristics of the proposed development, no significant effects on the receiving environment are expected; hence the preparation of a sub-threshold EIAR is not required.

3.5. Screening Conclusion

This EIA screening assessment has been carried out in accordance with the Planning and Development Regulations as amended 2001- 2019 (which give effect to the provisions of EU Directive 2014/52/EU), and the Roads Acts 1993-2019. The report assessed the impact of this scheme in conjunction with committed development in the surrounding area.

Based on all available information, and taking account of the scale, nature and location of the proposed scheme it is our opinion that the preparation of an EIAR is not a mandatory requirement (under Section 50 of the Roads Acts 1993-2019). The project is deemed a sub-threshold development; hence the potential for significant environmental effects arising as a result of the proposed scheme has been evaluated, in accordance with the requirements of Schedule 7A and Schedule 7 of the Planning and Development Acts 2001-2019.

Key findings are summarised as follows;

- Due to the limited nature of the works it is considered that there will be no significant cumulative impacts with other developments in the general area.
- Limited noise, vibration and dust emissions may be generated during construction and operational phase; however, this is anticipated to be minimal in effect and will cause no significant impact.
- Soil and waste will be generated during construction; however, this is not anticipated to have significant impact.

- There will be no significant impact on biodiversity, groundwater or traffic.
- There may be some potential impacts on surface water; however due to the nature and scale of the project and standard control procedures during construction this will not be significant.
- There will be no residual impact on archaeological features provided the mitigation measures outlined in the Cultural Heritage Impact Assessment Report (Moore Group 2019) are implemented.

In summary, no significant adverse impacts to the receiving environment will arise as a result of the proposed development.

Accordingly, we consider that the preparation of an EIAR is not required for the scheme.

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Appendices

Appendix A. Design Drawings

comhairle chontae na mí
meath county council

An Roinn Iompair
Turasóireachta agus Spóirt
Department of Transport,
Tourism and Sport

N52 GRANGE TO CLONTAIL SCHEME

Planning and Development Act 2000 as amended (Part XI)
Planning and Development Regulations 2001-2015 (Part 8)

N52 GRANGE TO CLONTAIL SCHEME		
DRAWING No	TITLE	REVISION
5158291 / HTR / DR / 0000	PART 8 - COVER SHEET	D
5158291 / HTR / DR / 0001	PART 8 - SITE LOCATION MAP	D
5158291 / HTR / DR / 0101	PART 8 - HORIZONTAL & VERTICAL ALIGNMENT-MAINLINE - SHEET 1 OF 3	D
5158291 / HTR / DR / 0102	PART 8 - HORIZONTAL & VERTICAL ALIGNMENT-MAINLINE - SHEET 2 OF 3	D
5158291 / HTR / DR / 0103	PART 8 - HORIZONTAL & VERTICAL ALIGNMENT-MAINLINE - SHEET 3 OF 3	D
5158291 / HTR / DR / 0110	PART 8 - HORIZONTAL & VERTICAL ALIGNMENT-SIDE ROADS-SHEET 1 OF 4	D
5158291 / HTR / DR / 0111	PART 8 - HORIZONTAL & VERTICAL ALIGNMENT-SIDE ROADS-SHEET 2 OF 4	D
5158291 / HTR / DR / 0112	PART 8 - HORIZONTAL & VERTICAL ALIGNMENT-SIDE ROADS-SHEET 3 OF 4	D
5158291 / HTR / DR / 0113	PART 8 - HORIZONTAL & VERTICAL ALIGNMENT-SIDE ROADS-SHEET 4 OF 4	D
5158291 / HTR / DR / 0114	PART 8 - TYPICAL CROSS SECTION	D
5158291 / HTR / DR / 0115	PART 8 - UNDERPASS 1 CH1050	D
5158291 / HTR / DR / 0116	PART 8 - UNDERPASS 2 CH2150	D

ATKINS

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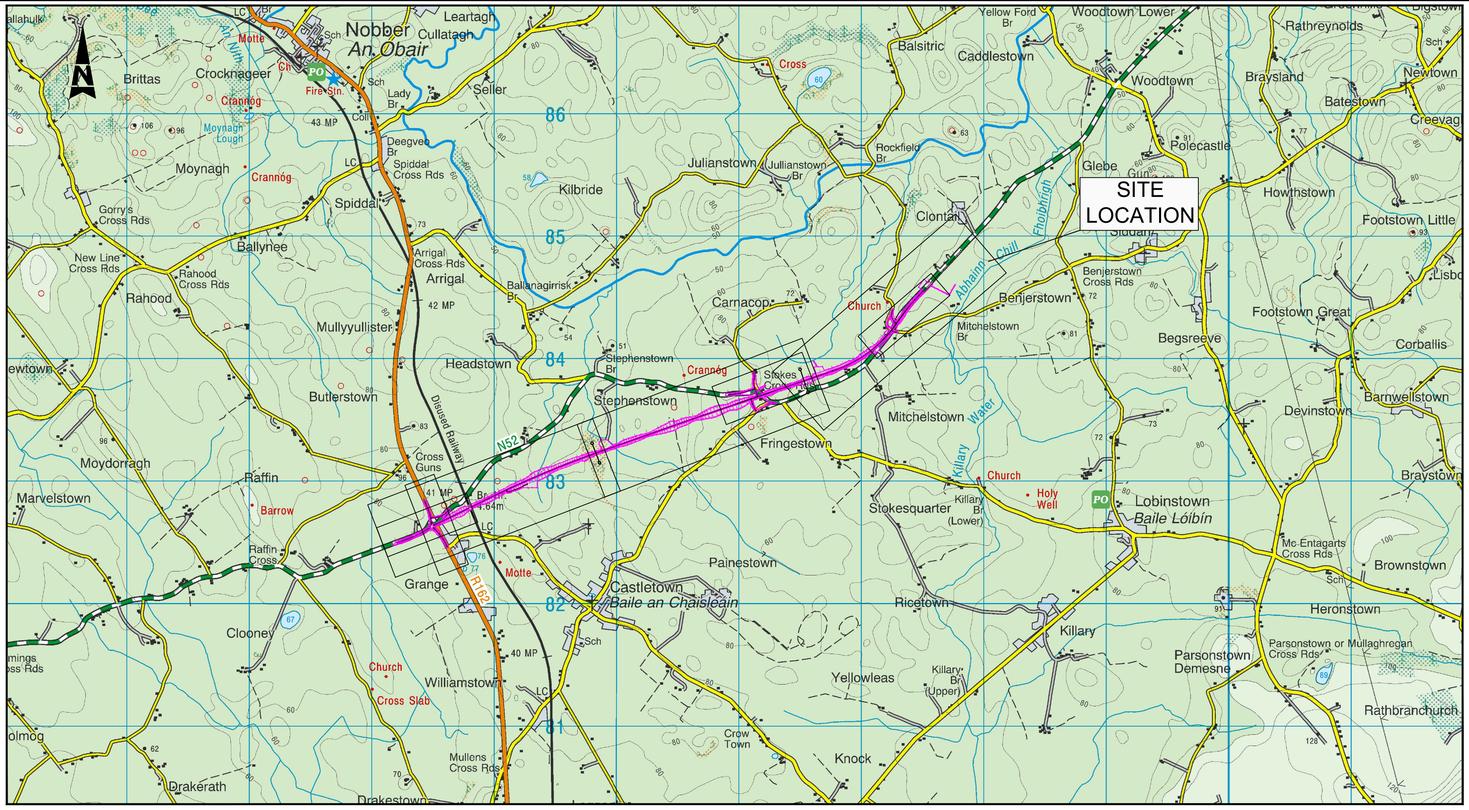
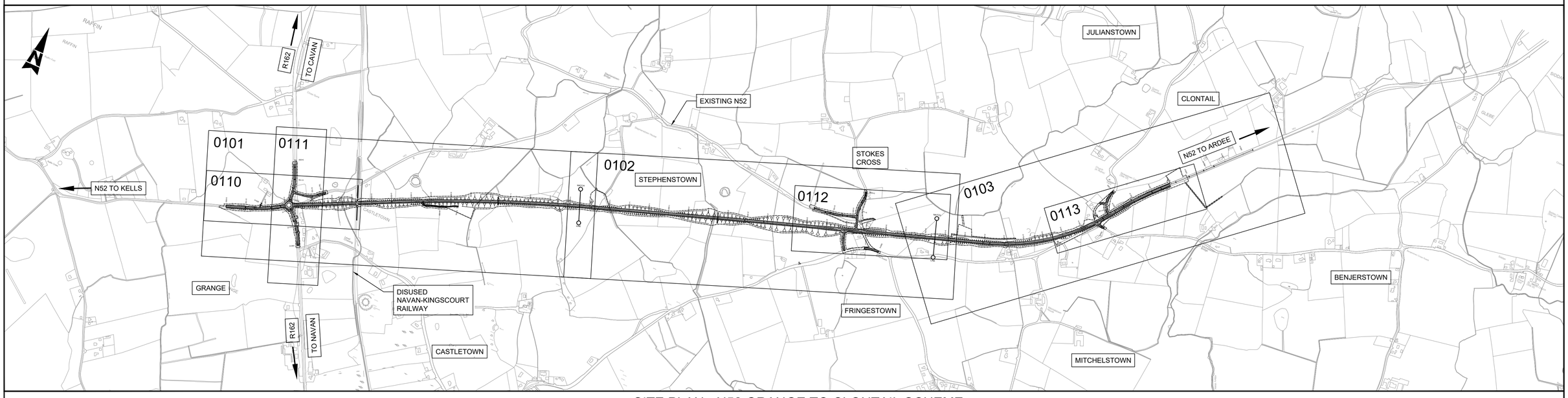


SITE MAP - N52 GRANGE TO CLONTAIL SCHEME

Scale at A1 1:25,000
Scale at A3 1:50,000



SITE PLAN - N52 GRANGE TO CLONTAIL SCHEME

Scale at A1 1:10,000
Scale at A3 1:20,000

comhairle chontae na mí
meath county council

An Roinn Iompair Túrasóireachta agus Spóirt
Department of Transport, Tourism and Sport

Rev	Description	By	Date	Chk'd	Auth
D	FOR PLANNING	JD	18.09.20	ST	UOH
C	FOR PLANNING	DB	13.08.20	ST	UOH
B	FOR PLANNING	DB	26.02.20	ST	UOH
A	FOR PLANNING	DB	03.07.19	ST	UOH
-	FOR PLANNING	AK	17.05.19	ST	UOH

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Tel (+353) 01 810 8000
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Tel (+353) 021 429 0300
Fax (+353) 021 429 0360

1st Floor Technology House, Parkmore Technology Park, Galway
Tel (+353) 091 786 050
Fax (+353) 091 779 830

Purpose: FOR PLANNING

Client: MEATH COUNTY COUNCIL

Project: N52 GRANGE TO CLONTAIL SCHEME

Title: PART 8 SITE LOCATION PLAN

Original Scale	Design/Drawn		Checked		Authorised	
AS SHOWN	AK	Date 17.05.19	ST	Date 17.05.19	UOH	Date 17.05.19

Status	Drawing Number	Rev
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Date: Sep 21, 2020 - 9:24am
Plotted by: JDenofra

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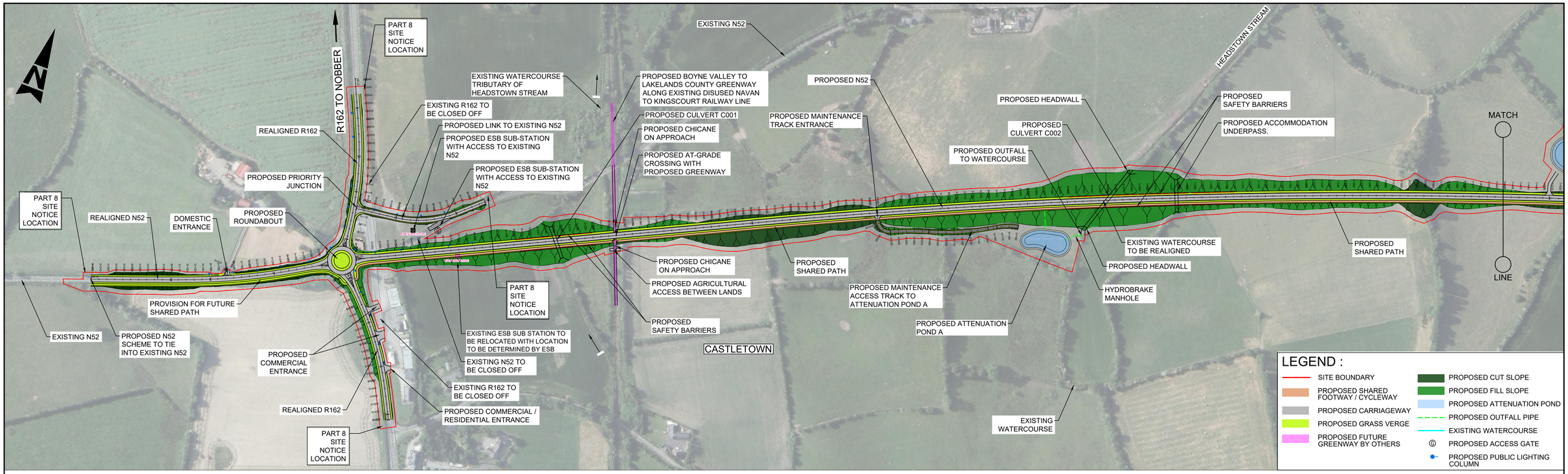

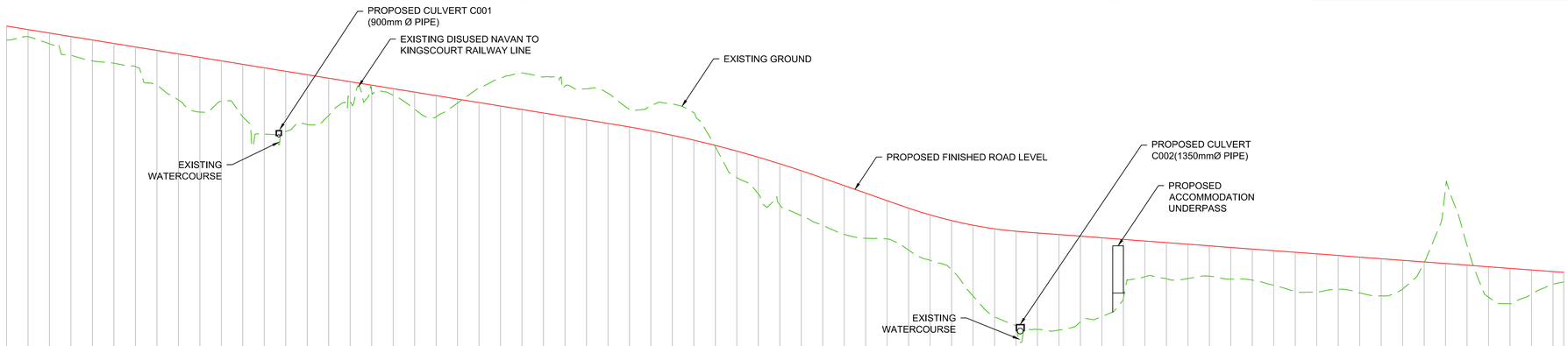

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40.000	76.632	75.625	-1.007
60.000	76.308	74.594	-1.715
80.000	75.984	74.034	-1.951
100.000	75.660	73.814	-1.846
120.000	75.336	73.511	-1.825
140.000	75.013	71.750	-3.262
160.000	74.689	70.398	-4.290
180.000	74.365	69.268	-5.096
200.000	74.041	70.267	-3.774
220.000	73.717	68.834	-4.882
240.000	73.393	67.216	-6.177
260.000	73.069	67.463	-5.606
280.000	72.745	68.100	-4.645
300.000	72.421	68.950	-3.472
320.000	72.097	70.144	-1.953
340.000	71.773	71.219	-0.555
360.000	71.449	70.828	-0.621
380.000	71.125	69.544	-1.582
400.000	70.802	68.824	-1.977
420.000	70.478	70.113	-0.364
440.000	70.154	71.522	1.369
460.000	69.830	72.419	2.590
480.000	69.506	72.922	3.417
500.000	69.182	72.542	3.360
520.000	68.858	71.683	2.826
540.000	68.534	71.433	2.899
560.000	68.210	71.010	2.800
580.000	67.878	69.511	1.634
600.000	67.508	69.863	2.355
620.000	67.099	70.031	2.933
640.000	66.649	69.199	2.550
660.000	66.159	66.035	-0.125
680.000	65.630	63.164	-2.466
700.000	65.060	61.639	-3.422
720.000	64.450	60.620	-3.831
740.000	63.801	59.610	-4.191
760.000	63.112	58.713	-4.400
780.000	62.412	57.874	-4.538
800.000	61.712	57.504	-4.208
820.000	61.012	57.436	-3.576
840.000	60.314	56.398	-3.915
860.000	59.682	55.445	-4.237
880.000	59.150	54.563	-4.588
900.000	58.718	52.129	-6.590
920.000	58.387	50.169	-8.218
940.000	58.155	49.345	-8.810
960.000	58.000	49.009	-8.990
980.000	57.850	48.945	-8.905
1000.000	57.700	49.724	-7.975
1020.000	57.550	50.218	-7.332
1040.000	57.400	51.933	-5.466
1060.000	57.250	53.923	-3.327
1080.000	57.100	53.736	-3.363
1100.000	56.950	53.755	-3.195
1120.000	56.800	53.968	-2.831
1140.000	56.650	53.700	-2.949
1160.000	56.500	53.604	-2.895
1180.000	56.350	53.131	-3.218
1200.000	56.200	52.526	-3.673
1220.000	56.050	52.489	-3.560
1240.000	55.900	52.750	-3.150
1260.000	55.750	52.406	-3.343
1280.000	55.600	52.135	-3.465
1300.000	55.450	52.769	-2.680
1320.000	55.300	55.234	-0.066
1340.000	55.150	62.230	7.081
1360.000	55.000	56.847	1.847
1380.000	54.850	52.016	-2.833
1400.000	54.700	51.409	-3.290
1420.000	54.550	52.296	-2.254
1440.000	54.400	53.218	-1.182
1450.000	54.325	53.423	

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LONGITUDINAL SECTION - MC00
SCALE 1:2500 Horizontal, 1:250 Vertical @ A1

comhairle chontae na mí
meath county council

An Roinn Iompair Turasóireachta agus Spóirt
Department of Transport, Tourism and Sport

Rev	Description	By	Date	Chk'd	Auth
D	FOR PLANNING	JD	18.09.20	ST	UOH
C	FOR PLANNING	DB	13.08.20	ST	UOH
B	FOR PLANNING	DB	26.02.20	ST	UOH
A	FOR PLANNING	DB	03.07.19	ST	UOH
-	FOR PLANNING	AK	17.05.19	ST	UOH

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Fax (+353) 021 429 0360

1st Floor Technology House Parkmore Technology Park, Galway
Tel (+353) 091 786 050
Fax (+353) 091 779 830

Client: MEATH COUNTY COUNCIL

Project: N52 GRANGE TO CLONTAIL SCHEME

Purpose: FOR PLANNING

Title: PART 8 HORIZONTAL AND VERTICAL ALIGNMENT MAINLINE - SHEET 1 OF 3

Original Scale	Design/Drawn	Checked	Authorised
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Status: P

Drawing Number: 5158291 / HTR / DR / 0101

Rev: D

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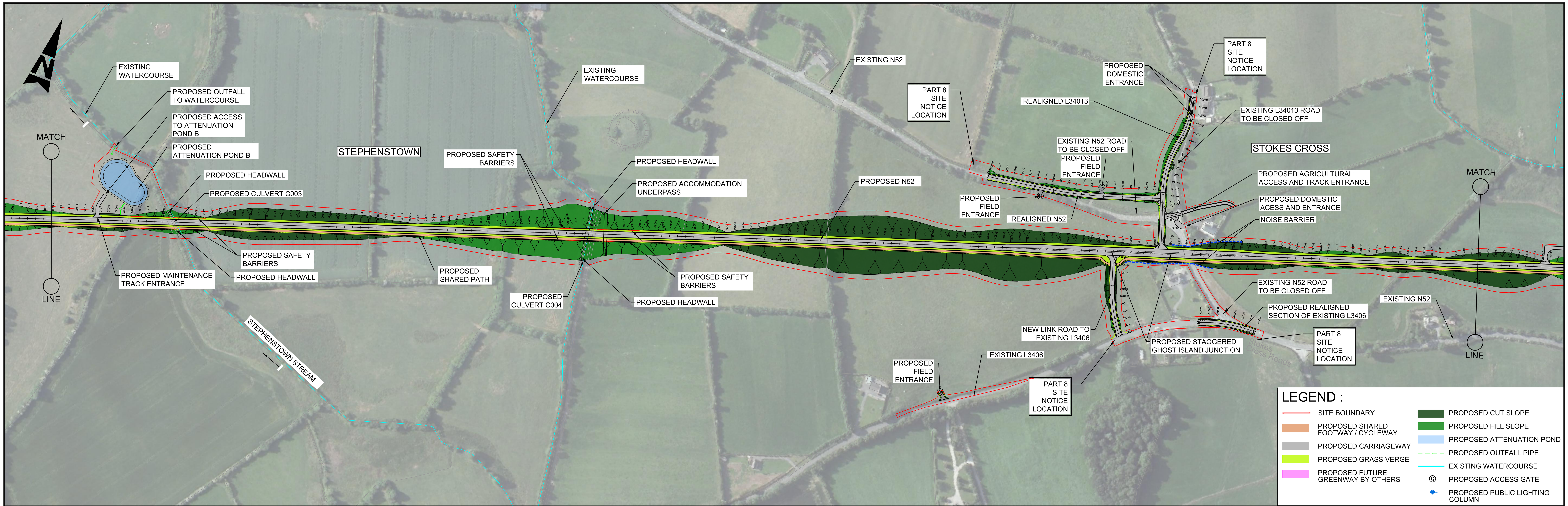

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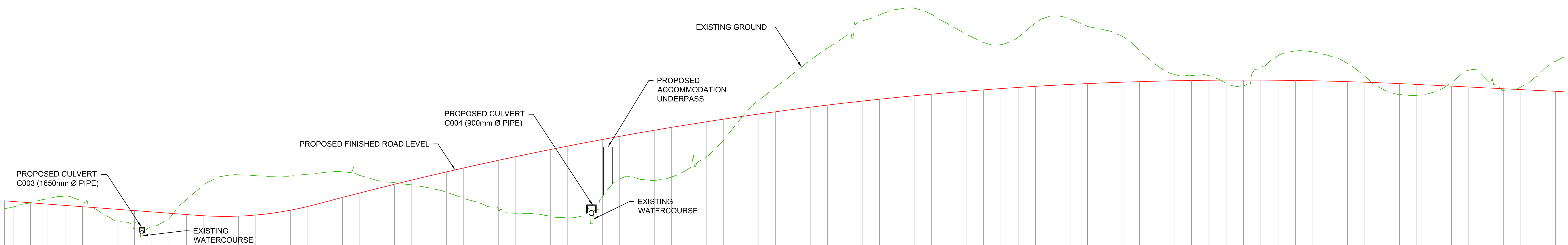

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1480.000	54.100	54.112	0.013
1500.000	53.950	54.567	0.618
1520.000	53.800	54.865	1.066
1540.000	53.650	54.249	0.599
1560.000	53.500	53.060	-0.440
1580.000	53.350	51.934	-1.415
1600.000	53.200	51.926	-1.273
1620.000	53.050	51.309	-1.741
1640.000	52.900	52.284	-0.615
1660.000	52.750	54.479	1.729
1680.000	52.604	56.185	3.581
1700.000	52.533	57.130	4.598
1720.000	52.561	57.323	4.762
1740.000	52.690	57.223	4.533
1760.000	52.919	57.162	4.244
1780.000	53.247	57.186	3.939
1800.000	53.676	57.399	3.724
1820.000	54.194	57.597	3.404
1840.000	54.719	57.668	2.950
1860.000	55.234	57.259	2.025
1880.000	55.739	56.683	0.944
1900.000	56.234	56.423	0.189
1920.000	56.719	56.166	-0.554
1940.000	57.194	55.820	-1.375
1960.000	57.660	55.317	-2.342
1980.000	58.115	54.617	-3.497
2000.000	58.560	54.017	-4.543
2020.000	58.995	53.425	-5.569
2040.000	59.420	52.890	-6.530
2060.000	59.835	52.861	-6.974
2080.000	60.240	52.543	-7.698
2100.000	60.635	52.369	-8.266
2120.000	61.020	52.742	-8.278
2140.000	61.395	54.802	-6.593
2160.000	61.761	56.858	-4.903
2180.000	62.116	56.919	-5.197
2200.000	62.461	56.669	-5.791
2220.000	62.796	57.069	-5.727
2240.000	63.121	58.051	-5.071
2260.000	63.436	59.407	-4.029
2280.000	63.741	61.330	-2.411
2300.000	64.036	63.842	-0.194
2320.000	64.321	65.900	1.578
2340.000	64.597	67.414	2.818
2360.000	64.862	68.963	4.101
2380.000	65.117	70.509	5.393
2400.000	65.362	71.939	6.578
2420.000	65.597	73.259	7.663
2440.000	65.822	75.063	9.240
2460.000	66.037	75.755	9.718
2480.000	66.242	76.389	10.146
2500.000	66.437	76.533	10.096
2520.000	66.623	75.815	9.193
2540.000	66.798	74.649	7.851
2560.000	66.963	73.532	6.570
2580.000	67.118	72.583	5.465
2600.000	67.263	72.331	5.068
2620.000	67.398	73.189	5.791
2640.000	67.523	74.824	7.301
2660.000	67.638	75.636	7.997
2680.000	67.743	75.302	7.559
2700.000	67.838	74.427	6.588
2720.000	67.924	74.014	6.090
2740.000	67.999	73.294	5.295
2760.000	68.064	71.659	3.595
2780.000	68.119	69.943	1.824
2800.000	68.164	68.900	0.735
2820.000	68.199	68.787	0.588
2840.000	68.224	68.756	0.531
2860.000	68.239	67.867	-0.373
2880.000	68.244	67.827	-0.418
2900.000	68.240	69.683	1.443
2920.000	68.225	71.057	2.833
2940.000	68.200	71.594	3.394
2960.000	68.165	71.493	3.328
2980.000	68.120	71.017	2.898
3000.000	68.065	70.166	2.100
3020.000	68.000	68.694	0.693
3040.000	67.925	67.231	-0.695
3060.000	67.840	66.581	-1.259
3080.000	67.746	66.491	-1.254
3100.000	67.646	66.865	-0.780
3120.000	67.546	67.955	0.410
3140.000	67.446	69.378	1.933
3160.000	67.346	68.413	1.067
3180.000	67.246	67.036	-0.210
3200.000	67.146	67.440	0.295
3220.000	67.046	68.837	1.791
3240.000	66.946	70.410	3.465
3250.000	66.896	70.907	

HORIZONTAL: R=8500.000 L=1006.406 | D=778.285 | R=12000.000 L=96.145 | D=1110.779

VERTICAL: P=-0.750% L=727.911 | R=4000.000 L=136.904 | R=-40000.000 L=1269.039 | P=-0.500% L=285.235

LONGITUDINAL SECTION - MC00

SCALE 1:2500 Horizontal, 1:250 Vertical @ A1

comhairle chontae na mí
meath county council

An Roinn Iompair Turasóireachta agus Spóirt
Department of Transport, Tourism and Sport

Rev	Description	By	Date	Chk'd	Auth
D	FOR PLANNING	JD	18.09.20	ST	UOH
C	FOR PLANNING	DB	13.08.20	ST	UOH
B	FOR PLANNING	DB	26.02.20	ST	UOH
A	UPDATES	DB	03.07.19	ST	UOH
-	FOR PLANNING	AK	17.05.19	ST	UOH

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Tel (+353) 021 429 0300
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1st Floor Technology House
Parkmore Technology Park, Galway
Tel (+353) 091 786 050
Fax (+353) 091 779 830

Client: MEATH COUNTY COUNCIL

Project: N52 GRANGE TO CLONTAIL SCHEME

Purpose: FOR PLANNING

Title: PART 8
HORIZONTAL AND VERTICAL ALIGNMENT
MAINLINE - SHEET 2 OF 3

Original Scale	Design/Drawn	Checked	Authorised
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Status	Drawing Number	Rev
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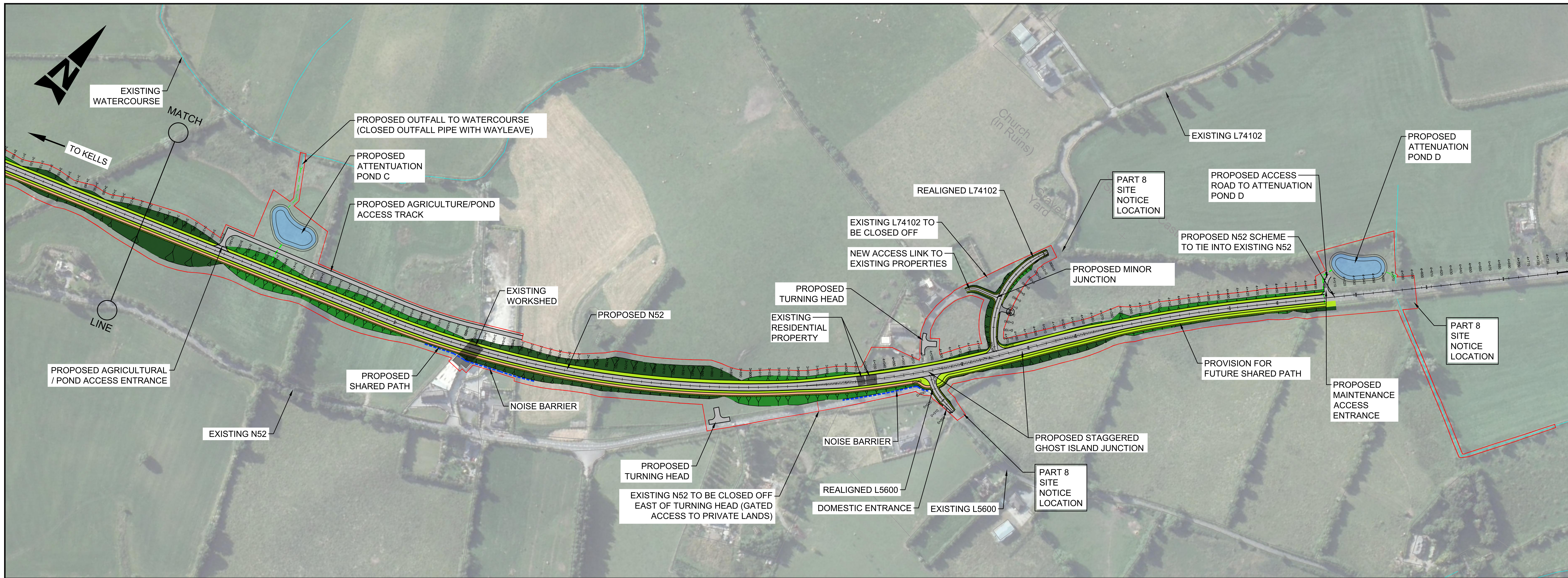
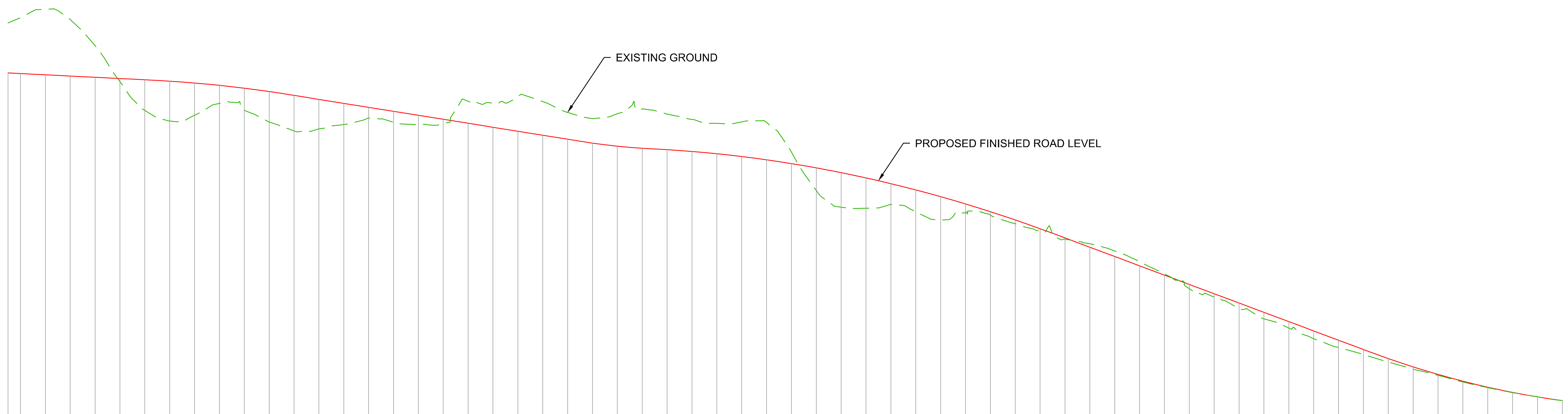


LEGEND :

🟥	SITE BOUNDARY	▨	PROPOSED CUT SLOPE
▨	PROPOSED SHARED FOOTWAY / CYCLEWAY	🟩	PROPOSED FILL SLOPE
▨	PROPOSED CARRIAGEWAY	▨	PROPOSED ATTENUATION POND
▨	PROPOSED GRASS VERGE	- - -	PROPOSED OUTFALL PIPE
▨	PROPOSED FUTURE GREENWAY BY OTHERS	—	EXISTING WATERCOURSE
		Ⓖ	PROPOSED ACCESS GATE
		●	PROPOSED PUBLIC LIGHTING COLUMN



DATUM = 39.00

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3260.000	66.846	71.347	4.502
3280.000	66.746	72.010	5.265
3300.000	66.646	71.191	4.546
3320.000	66.546	69.081	2.536
3340.000	66.446	66.194	-0.252
3360.000	66.346	63.886	-2.460
3380.000	66.235	63.031	-3.203
3400.000	66.086	63.494	-2.591
3420.000	65.897	64.445	-1.451
3440.000	65.668	63.894	-1.774
3460.000	65.399	62.945	-2.453
3480.000	65.090	62.244	-2.846
3500.000	64.770	62.404	-2.366
3520.000	64.450	62.745	-1.705
3540.000	64.130	63.268	-0.862
3560.000	63.810	62.920	-0.890
3580.000	63.490	62.752	-0.739
3600.000	63.170	62.810	-0.360
3620.000	62.850	64.620	1.769
3640.000	62.530	64.467	1.936
3660.000	62.210	64.998	2.787
3680.000	61.890	64.601	2.710
3700.000	61.570	63.726	2.156
3720.000	61.257	63.230	1.973
3740.000	61.008	63.616	2.607
3760.000	60.840	63.998	3.158
3780.000	60.728	63.583	2.856
3800.000	60.585	63.160	2.575
3820.000	60.401	62.845	2.444
3840.000	60.178	62.961	2.783
3860.000	59.914	62.915	3.000
3880.000	59.611	60.543	0.931
3900.000	59.268	57.455	-1.813
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3960.000	57.998	56.322	-1.675
3980.000	57.494	55.746	-1.748
4000.000	56.951	55.082	-1.869
4020.000	56.367	55.636	-0.732
4040.000	55.744	55.474	-0.270
4060.000	55.081	54.777	-0.304
4080.000	54.377	54.163	-0.214
4100.000	53.637	53.537	-0.100
4120.000	52.890	53.168	0.278
4140.000	52.142	52.595	0.452
4160.000	51.395	51.737	0.343
4180.000	50.647	50.746	0.098
4200.000	49.900	49.560	-0.340
4220.000	49.152	48.888	-0.265
4240.000	48.405	47.938	-0.467
4260.000	47.657	47.133	-0.525
4280.000	46.910	46.377	-0.533
4300.000	46.163	45.541	-0.621
4320.000	45.415	44.834	-0.581
4340.000	44.668	44.266	-0.401
4360.000	43.940	43.664	-0.276
4380.000	43.273	43.093	-0.181
4400.000	42.668	42.598	-0.070
4420.000	42.124	42.064	-0.060
4440.000	41.641	41.608	-0.033
4460.000	41.220	41.206	-0.014
4480.000	40.861	40.870	0.009
4500.000	40.563	40.563	0.000

HORIZONTAL: D=1110.779 | CL=35.0 | R=-1020.000 L=592.509 | CL=70.000 | CL=50.000 | R=1440.000 L=160.933 | CL=49.242 | R=95000.0 L=81.018

VERTICAL: L=285.235 P=-0.500% | R=-10000.000 L=110.000 | P=-1.600% L=236.666 | R | R=-10000.000 L=324.528 | P=-3.737% L=251.830 | R=6500.000 L=170.134

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LONGITUDINAL SECTION - MC00

SCALE 1:2500 Horizontal, 1:250 Vertical @ A1

A1

DO NOT SCALE

Tré Fheart le Chéile

comhairle chontae na mí
meath county council

An Roinn Iompair Turasóireachta agus Spóirt
Department of Transport, Tourism and Sport

Rev	Description	By	Date	Chk'd	Auth
D	FOR PLANNING	JD	18.09.20	ST	UOH
C	FOR PLANNING	DB	13.08.20	ST	UOH
B	FOR PLANNING	DB	26.02.20	ST	UOH
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-	FOR PLANNING	AK	17.05.19	ST	UOH

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1st Floor Technology House Parkmore Technology Park, Galway
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Client: MEATH COUNTY COUNCIL

Project: N52 GRANGE TO CLONTAIL SCHEME

Purpose: FOR PLANNING

Title: PART 8 HORIZONTAL AND VERTICAL ALIGNMENT MAINLINE - SHEET 3 OF 3

Original Scale	Design/Drawn	Checked	Authorised
1:1000 at A1 1:2000 at A3	AK Date 17.05.19	ST Date 17.05.19	UOH Date 17.05.19

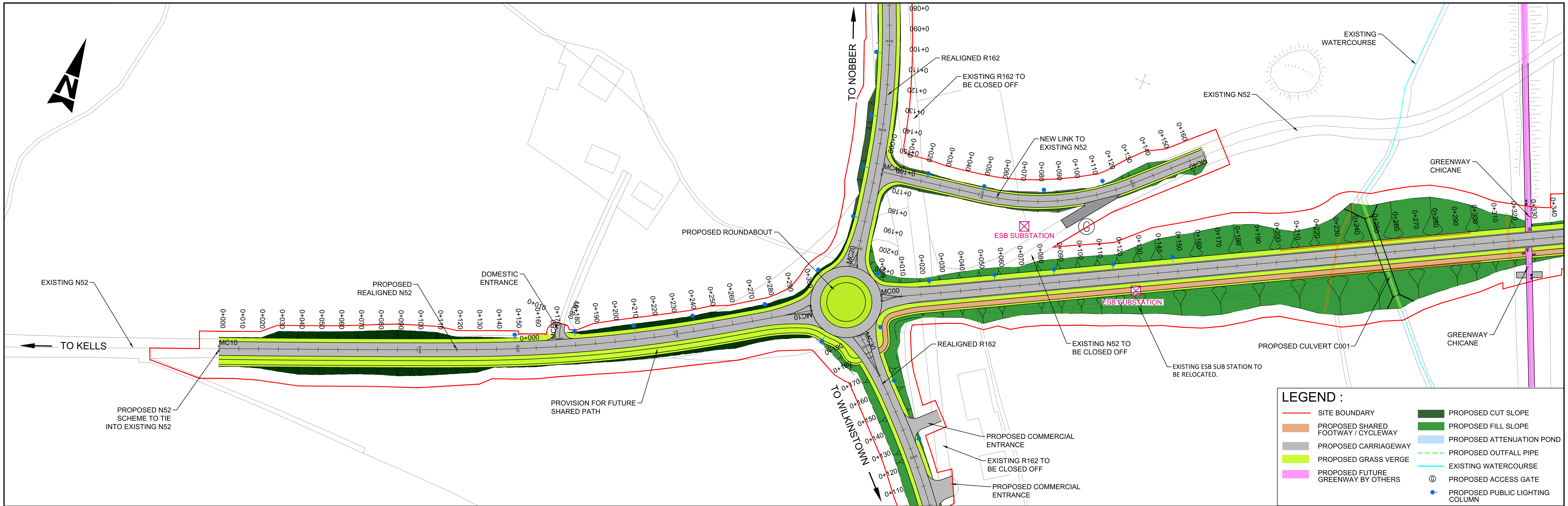
Status	Drawing Number	Rev
P	5158291 / HTR / DR / 0103	D

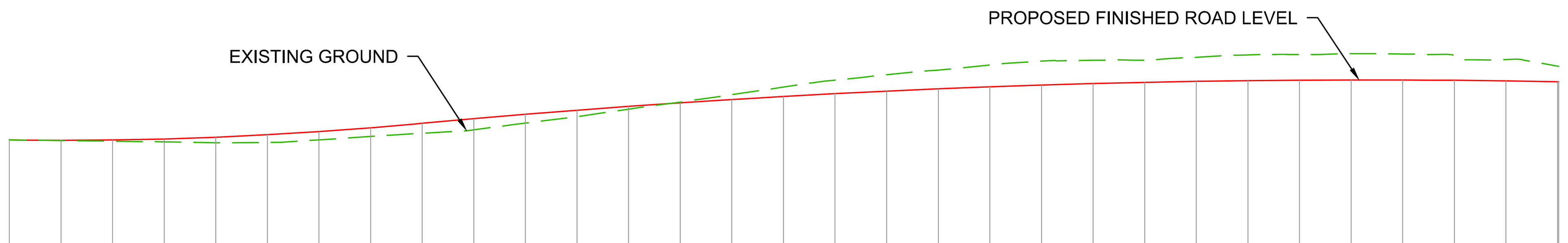
File: 5158291_HTR_DR_0103.dwg
Date: Sep 23, 2020 - 10:13am
Plotted by: stobin

U:\5158291\6 dwgs-graphics\61 autocad\Part 8 Submission\5158291_HTR_DR_0103.dwg

A1

DO NOT SCALE





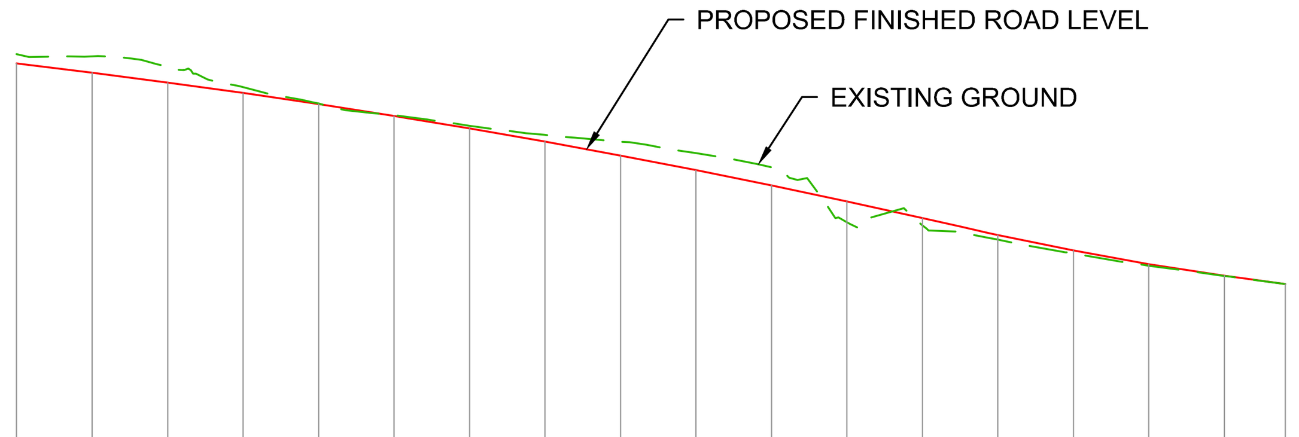
DATUM = 71.00

PROPOSED LEVELS	75.145	75.133	75.146	75.186	75.254	75.348	75.469	75.618	75.793	75.971	76.139	76.297	76.445	76.583	76.711	76.829	76.938	77.036	77.124	77.202	77.270	77.328	77.376	77.414	77.442	77.460	77.468	77.466	77.455	77.433	77.400
EXISTING LEVELS	75.145	75.127	75.099	75.071	75.039	75.054	75.150	75.280	75.405	75.538	75.798	76.051	76.341	76.611	76.899	77.192	77.462	77.670	77.853	78.049	78.197	78.228	78.230	78.344	78.436	78.452	78.484	78.472	78.409	78.259	78.001
LEVEL DIFFERENCE	0.000	-0.006	-0.046	-0.115	-0.215	-0.295	-0.320	-0.337	-0.387	-0.433	-0.341	-0.246	-0.105	0.027	0.187	0.362	0.525	0.635	0.729	0.847	0.927	0.900	0.854	0.929	0.994	0.992	1.015	1.006	0.955	0.827	0.601
CHAINAGE	0.000	10.000	20.000	30.000	40.000	50.000	60.000	70.000	80.000	90.000	100.000	110.000	120.000	130.000	140.000	150.000	160.000	170.000	180.000	190.000	200.000	210.000	220.000	230.000	240.000	250.000	260.000	270.000	280.000	290.000	300.000

HORIZONTAL	R=-9871.903 L=97.080	CL=45.982	R=-720.000 L=82.795	CL=49.600	D=24.744
VERTICAL	R	R=3700.000 L=75.723	R=-10000.000 L=221.793		

LONGITUDINAL SECTION - MC10

SCALE 1:1000 Horizontal, 1:200 Vertical @ A1
SCALE 1:2000 Horizontal, 1:400 Vertical @ A3



DATUM = 67.00

PROPOSED LEVELS	77.076	76.826	76.567	76.290	75.994	75.681	75.349	74.999	74.631	74.244	73.840	73.417	72.976	72.525	72.115	71.755	71.445	71.225
EXISTING LEVELS	77.323	77.261	77.001	76.445	76.010	75.702	75.422	75.177	75.001	74.697	74.322	72.864	72.779	72.403	72.032	71.712	71.440	71.225
LEVEL DIFFERENCE	0.246	0.435	0.435	0.156	0.015	0.021	0.073	0.179	0.371	0.453	0.483	-0.554	-0.197	-0.122	-0.084	-0.043	-0.004	
CHAINAGE	0.000	10.000	20.000	30.000	40.000	50.000	60.000	70.000	80.000	90.000	100.000	110.000	120.000	130.000	140.000	150.000	160.000	168.074

HORIZONTAL	D=51.720	R=-127.000 L=77.059	D=39.295	
VERTICAL	P	R=-5500.000 L=115.141	R=2000.000 L=38.010	P

LONGITUDINAL SECTION - MC40

SCALE 1:1000 Horizontal, 1:200 Vertical @ A1
SCALE 1:2000 Horizontal, 1:400 Vertical @ A3

Tré Neart le Chéile
comhairle chontae na mí
meath county council

An Roinn Iompair Turasóireachta agus Spóirt
Department of Transport, Tourism and Sport

Rev	Description	By	Date	Chk'd	Auth
D	FOR PLANNING	JD	18.09.20	ST	UOH
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A	FOR PLANNING	DB	03.07.19	ST	UOH
-	FOR PLANNING	AK	17.05.19	ST	UOH

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Parkmore Technology Park, Galway
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Client: MEATH COUNTY COUNCIL

Project: N52 GRANGE TO CLONTAIL SCHEME

Purpose: FOR PLANNING

Title: PART 8
HORIZONTAL AND VERTICAL ALIGNMENT
SIDE ROADS - SHEET 1 OF 4

Original Scale	Design/Drawn	Checked	Authorised
1:1000 at A1 1:2000 at A3	AK Date 17.05.19	ST Date 17.05.19	UOH Date 17.05.19

Status	Drawing Number	Rev
P	5158291 / HTR / DR / 0110	D

File: 5158291_HTR_DR_0110.dwg
Date: Sep 23, 2020 - 10:39am Plotted by: stobin

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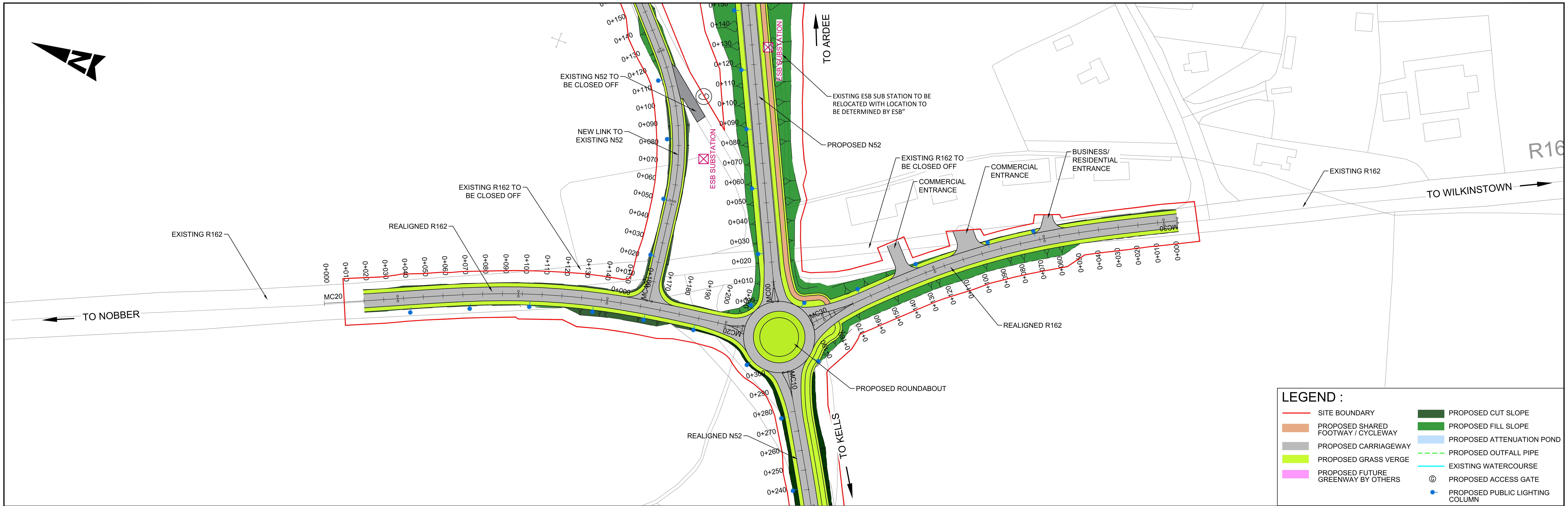
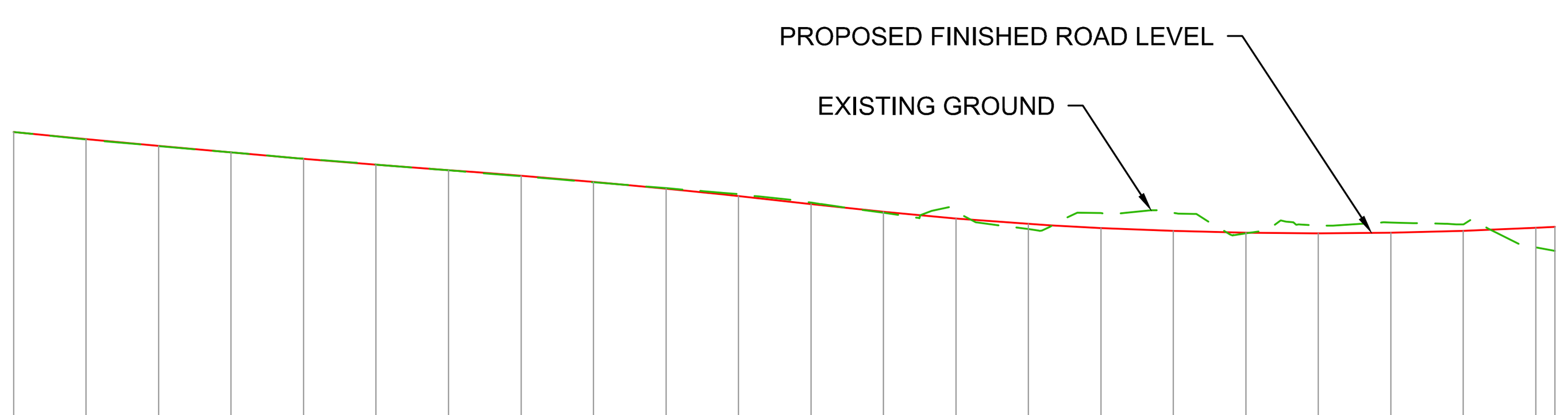
A1

DO NOT SCALE

0 10 100



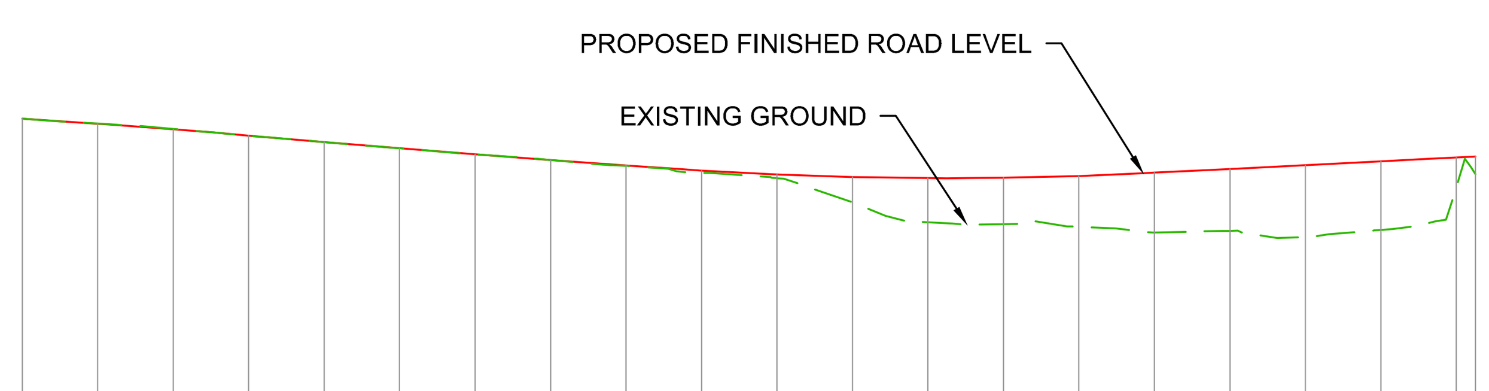


DATUM = 72.00

PROPOSED LEVELS	79.908	79.713	79.526	79.348	79.177	79.014	78.860	78.708	78.539	78.353	78.148	77.925	77.710	77.528	77.379	77.264	77.182	77.133	77.118	77.136	77.188	77.272	77.300
EXISTING LEVELS	79.908	79.708	79.525	79.350	79.177	79.015	78.857	78.691	78.527	78.363	78.197	77.968	77.684	77.757	77.234	77.675	77.688	77.118	77.336	77.415	77.365	76.728	76.636
LEVEL DIFFERENCE	0.000	-0.005	-0.001	0.003	0.000	0.001	-0.002	-0.017	-0.013	0.010	0.050	0.043	-0.025	0.229	-0.146	0.412	0.507	-0.015	0.218	0.278	0.177	-0.544	
HORIZONTAL	R=-3555.015 L=37.124				CL=60.900						R=360.000 L=44.952					CL=60.900						D	
VERTICAL	R=12496.860 L=63.639							R=-5500.000 L=46.339				R=3000.000 L=102.645											
CHAINAGE	0.000	10.000	20.000	30.000	40.000	50.000	60.000	70.000	80.000	90.000	100.000	110.000	120.000	130.000	140.000	150.000	160.000	170.000	180.000	190.000	200.000	210.000	212.623

LONGITUDINAL SECTION - MC20

SCALE 1:1000 Horizontal, 1:200 Vertical @ A1
SCALE 1:2000 Horizontal, 1:400 Vertical @ A3



DATUM = 71.00

PROPOSED LEVELS	78.300	78.169	78.026	77.854	77.683	77.518	77.361	77.210	77.066	76.930	76.825	76.758	76.729	76.739	76.787	76.874	76.974	77.074	77.174	77.275	77.300
EXISTING LEVELS	78.300	78.174	78.032	77.850	77.680	77.519	77.359	77.210	77.054	76.865	76.728	76.086	75.561	75.512	75.442	75.287	75.336	75.169	75.357	76.491	76.835
LEVEL DIFFERENCE	0.000	0.004	0.006	-0.004	-0.002	0.000	-0.002	0.000	-0.012	-0.065	-0.096	-0.672	-1.168	-1.227	-1.346	-1.587	-1.638	-1.905	-1.817	-0.784	
HORIZONTAL	D	CL=60.900						R=-360.000 L=57.688						CL=60.900						D	
VERTICAL	P	R	R=14721.798 L=61.706							R=2600.000 L=61.350						P=1.002% L=44.036					
CHAINAGE	0.000	10.000	20.000	30.000	40.000	50.000	60.000	70.000	80.000	90.000	100.000	110.000	120.000	130.000	140.000	150.000	160.000	170.000	180.000	190.000	192.533

LONGITUDINAL SECTION - MC30

SCALE 1:1000 Horizontal, 1:200 Vertical @ A1
SCALE 1:2000 Horizontal, 1:400 Vertical @ A3

Tré Neart le Chéile
comhairle chontae na mí
meath county council

An Roinn Iompair Turasóireachta agus Spóirt
Department of Transport, Tourism and Sport

Rev	Description	By	Date	Chk'd	Auth
D	FOR PLANNING	JD	18.09.20	ST	UOH
C	FOR PLANNING	DB	13.08.20	ST	UOH
B	FOR PLANNING	DB	26.02.20	ST	UOH
A	FOR PLANNING	DB	03.07.19	ST	UOH
-	FOR PLANNING	AK	17.05.19	ST	UOH

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Client: MEATH COUNTY COUNCIL

Project: N52 GRANGE TO CLONTAIL SCHEME

Purpose: FOR PLANNING

Title: PART 8
HORIZONTAL AND VERTICAL ALIGNMENT
SIDE ROADS - SHEET 2 OF 4

Original Scale	Design/Drawn	Checked	Authorised
1:1000 at A1 1:2000 at A3	AK Date 17.05.19	ST Date 17.05.19	UOH Date 17.05.19

Status	Drawing Number	Rev
P	5158291 / HTR / DR / 0111	D

File: 5158291_HTR_DR_0111.dwg
Date: Sep 23, 2020 - 10:35am
Plotted by: stobin

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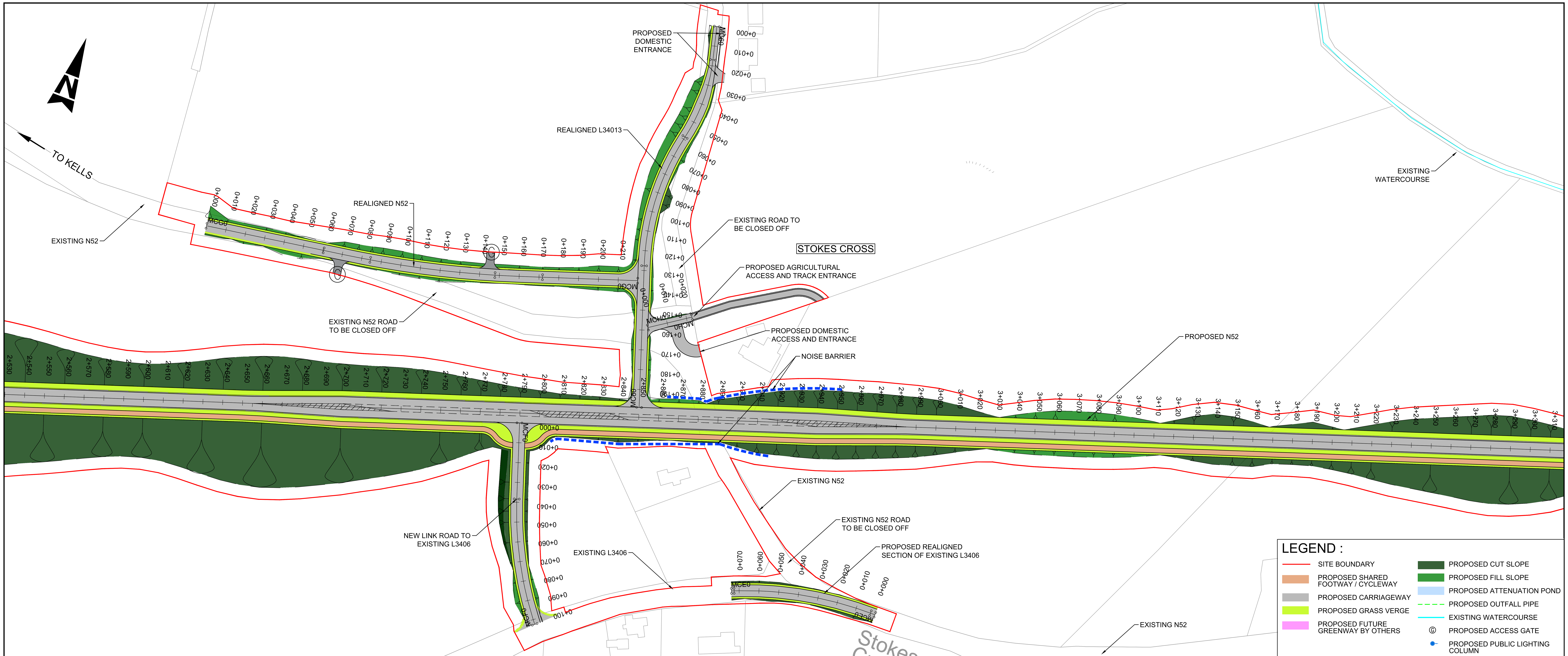
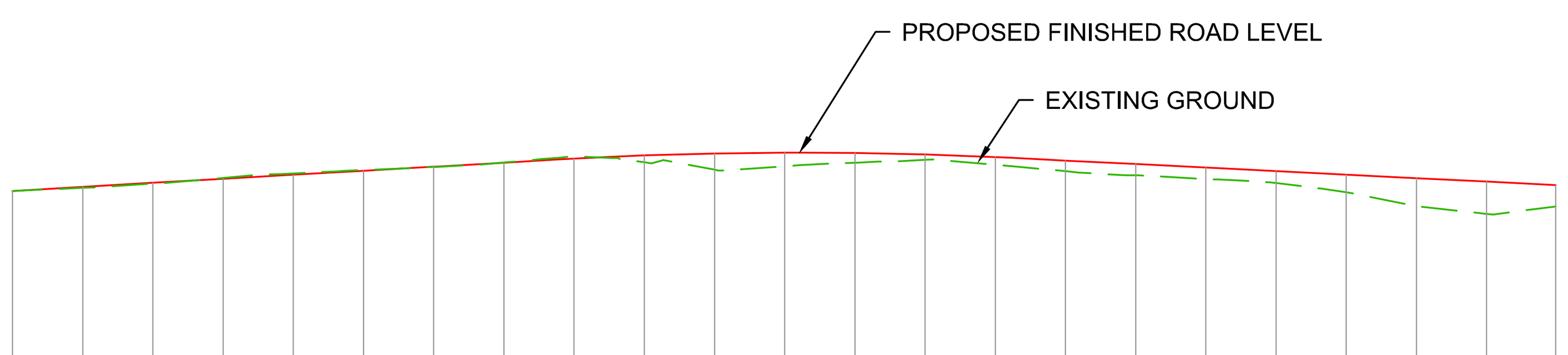
A1

DO NOT SCALE



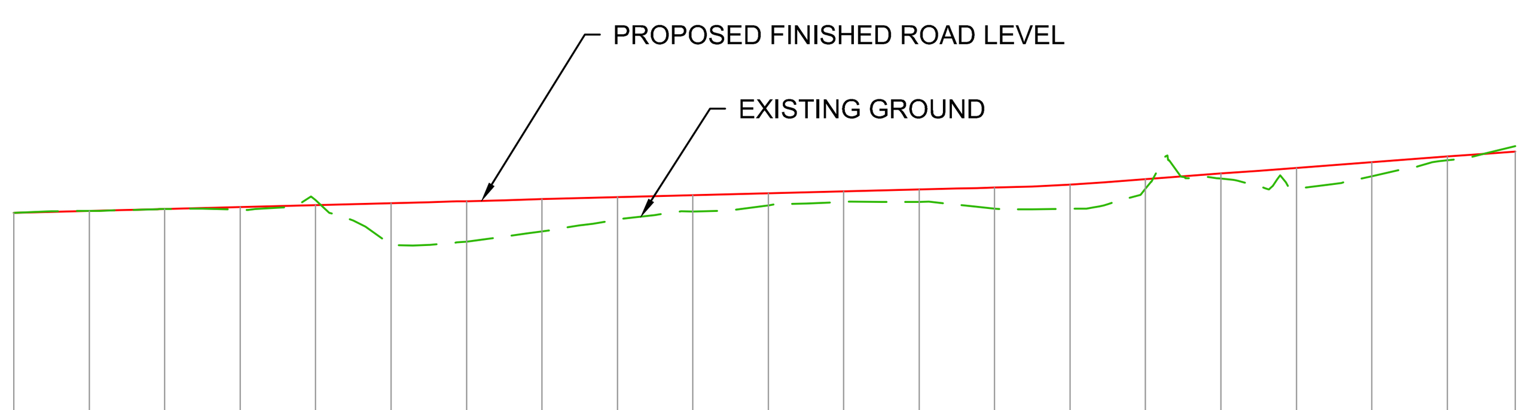


DATUM = 62.00

PROPOSED LEVELS	66.942	67.057	67.173	67.288	67.403	67.519	67.634	67.750	67.864	67.954	68.011	68.035	68.026	67.983	67.907	67.807	67.707	67.607	67.507	67.407	67.307	67.207	67.109
EXISTING LEVELS	66.942	67.028	67.150	67.313	67.443	67.539	67.624	67.751	67.926	67.760	67.548	67.646	67.746	67.826	67.687	67.505	67.386	67.283	67.169	66.905	66.511	66.287	66.501
LEVEL DIFFERENCE	0.000	-0.029	-0.023	0.025	0.039	0.021	-0.011	0.001	0.063	-0.194	-0.464	-0.389	-0.279	-0.156	-0.220	-0.303	-0.321	-0.325	-0.339	-0.502	-0.796	-0.920	
HORIZONTAL	D=60.400						CL			R=-510.000 L=63.392						CL=24.000			D=48.055				
VERTICAL	P=1.154% L=77.535								R=-3000.000 L=64.608							P=-1.000% L=77.705							
CHAINAGE	0.000	10.000	20.000	30.000	40.000	50.000	60.000	70.000	80.000	90.000	100.000	110.000	120.000	130.000	140.000	150.000	160.000	170.000	180.000	190.000	200.000	210.000	219.848

LONGITUDINAL SECTION - MCG0

SCALE 1:1000 Horizontal, 1:200 Vertical @ A1
SCALE 1:2000 Horizontal, 1:400 Vertical @ A3

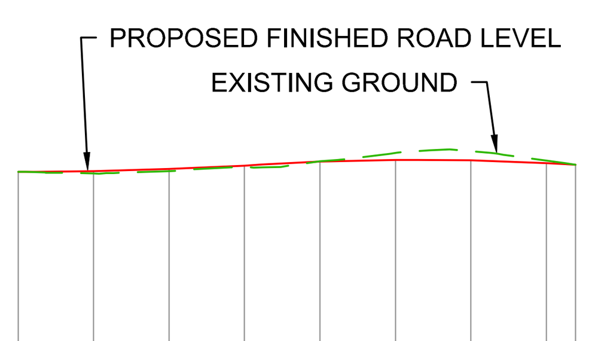


DATUM = 61.00

PROPOSED LEVELS	66.483	66.534	66.586	66.637	66.689	66.740	66.792	66.843	66.895	66.946	66.998	67.049	67.100	67.152	67.230	67.372	67.522	67.672	67.822	67.972	68.108
EXISTING LEVELS	66.483	66.533	66.586	66.571	66.823	65.643	65.719	65.991	66.302	66.520	66.679	66.775	66.775	66.596	66.588	67.122	67.390	67.155	67.454	67.871	68.248
LEVEL DIFFERENCE	0.000	-0.002	0.000	-0.067	0.134	-1.098	-1.072	-0.852	-0.592	-0.426	-0.319	-0.275	-0.326	-0.556	-0.643	-0.250	-0.133	-0.518	-0.369	-0.101	
HORIZONTAL	D			R=90.000 L=41.710				R=-127.000 L=68.950							D=71.397						
VERTICAL	P=0.515% L=131.661														R		P=1.500% L=54.564				
CHAINAGE	0.000	10.000	20.000	30.000	40.000	50.000	60.000	70.000	80.000	90.000	100.000	110.000	120.000	130.000	140.000	150.000	160.000	170.000	180.000	190.000	199.035

LONGITUDINAL SECTION - MC60

SCALE 1:1000 Horizontal, 1:200 Vertical @ A1
SCALE 1:2000 Horizontal, 1:400 Vertical @ A3



DATUM = 63.00

PROPOSED LEVELS	67.759	67.774	67.828	67.920	68.023	68.070	68.058	67.987	67.944
EXISTING LEVELS	67.759	67.712	67.776	67.873	68.032	68.256	68.305	68.056	67.944
LEVEL DIFFERENCE	0.000	-0.062	-0.052	-0.048	0.009	0.187	0.248	0.070	
HORIZONTAL	D	R=-180.000 L=70.129							D
VERTICAL	R=2600.000 L=32.417				R=-1700.000 L=41.472				
CHAINAGE	0.000	10.000	20.000	30.000	40.000	50.000	60.000	70.000	73.889

LONGITUDINAL SECTION - MCE0

SCALE 1:1000 Horizontal, 1:200 Vertical @ A1
SCALE 1:2000 Horizontal, 1:400 Vertical @ A3

DATUM = 61.00

PROPOSED LEVELS	69.147	68.897	68.632	68.333	68.001	67.636	67.251	66.909	66.616	66.363	66.113	66.049
EXISTING LEVELS	69.147	68.816	68.690	68.618	68.522	68.254	67.760	66.997	66.108	65.592	66.014	66.049
LEVEL DIFFERENCE	0.000	-0.080	0.059	0.284	0.521	0.617	0.508	0.089	-0.507	-0.771	-0.099	
HORIZONTAL	D=38.374				R=-180.000 L=64.163							
VERTICAL	P	R=-3000.000 L=43.837					R=2000.000 L=29.224			P		
CHAINAGE	0.000	10.000	20.000	30.000	40.000	50.000	60.000	70.000	80.000	90.000	100.000	102.537

LONGITUDINAL SECTION - MCF0

SCALE 1:1000 Horizontal, 1:200 Vertical @ A1
SCALE 1:2000 Horizontal, 1:400 Vertical @ A3

comhairle chontae na mí
meath county council

An Roinn Iompair Turasóireachta agus Spóirt
Department of Transport, Tourism and Sport

Rev	Description	By	Date	Chk'd	Auth
D	FOR PLANNING	JD	18.09.20	ST	UOH
C	FOR PLANNING	DB	06.07.20	ST	UOH
B	FOR PLANNING	DB	26.02.20	ST	UOH
A	FOR PLANNING	DB	03.07.19	ST	UOH
-	FOR PLANNING	AK	17.05.19	ST	UOH

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Client: MEATH COUNTY COUNCIL

Project: N52 GRANGE TO CLONTAIL SCHEME

Purpose: FOR PLANNING

Title: PART 8
HORIZONTAL AND VERTICAL ALIGNMENT
SIDE ROADS - SHEET 3 OF 4

Original Scale	Design/Drawn	Checked	Authorised
1:1000 at A1 1:2000 at A3	AK Date 17.05.19	ST Date 17.05.19	UOH Date 17.05.19

Status	Drawing Number	Rev
P	5158291 / HTR / DR / 0112	D

File: 5158291_HTR_DR_0112.dwg
Date: Sep 23, 2020 - 10:30am
Plotted by: stobin

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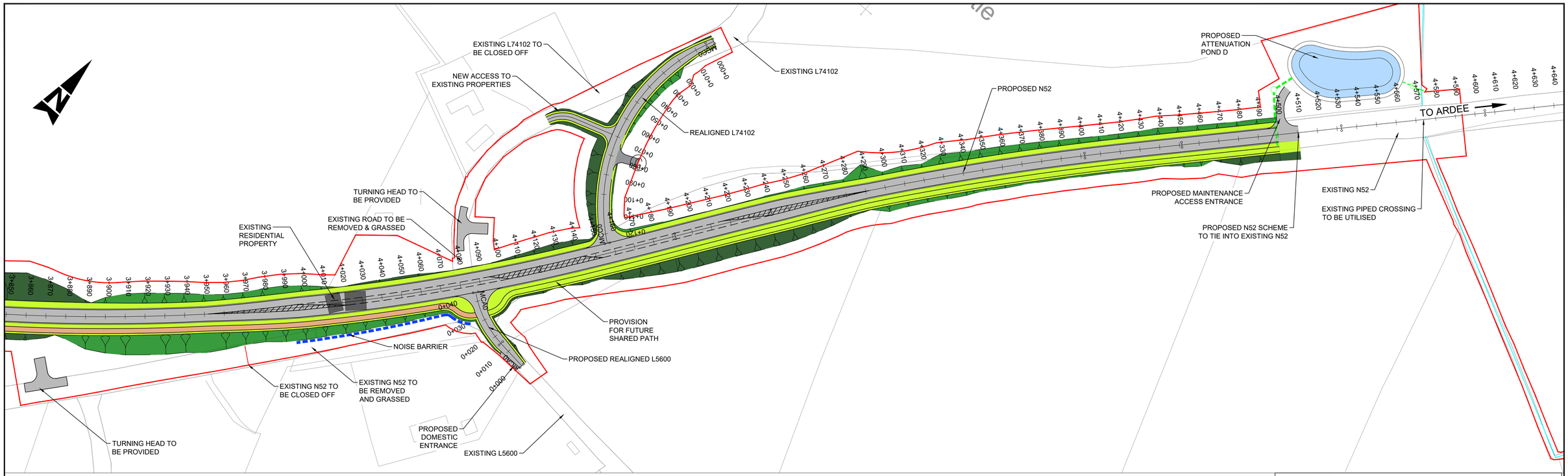

DATUM = 47.00

PROPOSED LEVELS	52.767	52.665	52.569	52.473	52.377	52.281	52.185	52.089	51.993	51.875	51.725	51.575	51.425	51.353
EXISTING LEVELS	52.767	52.656	52.600	52.676	52.319	52.154	52.301	52.509	52.721	52.705	52.543	52.122	51.805	51.789
LEVEL DIFFERENCE	0.000	-0.009	0.030	0.203	-0.059	-0.127	0.115	0.419	0.728	0.831	0.819	0.548	0.381	
HORIZONTAL	D	R=-90.000 L=120.608												
VERTICAL	P=-0.960% L=81.289								R	P=-1.500%	L=34.316			
CHAINAGE	0.000	10.000	20.000	30.000	40.000	50.000	60.000	70.000	80.000	90.000	100.000	110.000	120.000	124.785

LONGITUDINAL SECTION - MCC0

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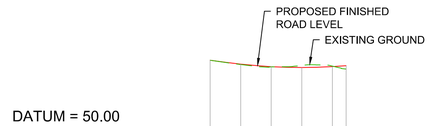
SCALE 1:2000 Horizontal, 1:400 Vertical @ A3



DATUM = 50.00

PROPOSED LEVELS	54.652	54.398	54.232	54.177	54.224	54.296
EXISTING LEVELS	54.652	54.373	54.218	54.315	54.268	54.075
LEVEL DIFFERENCE	0.000	-0.025	-0.014	0.138	0.034	
HORIZONTAL	D	R=50.000 L=29.013				
VERTICAL	P	R=900.000 L=38.081				
CHAINAGE	0.000	10.000	20.000	30.000	40.000	44.533

LONGITUDINAL SECTION - MCA0

SCALE 1:1000 Horizontal, 1:200 Vertical @ A1
SCALE 1:2000 Horizontal, 1:400 Vertical @ A3

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An Roinn Iompair Turasóireachta agus Spóirt
Department of Transport, Tourism and Sport

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D	FOR PLANNING	JD	18.09.20	ST	UOH
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A	FOR PLANNING	DB	03.07.19	ST	UOH
-	FOR PLANNING	AK	17.05.19	ST	UOH

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Client: MEATH COUNTY COUNCIL

Project: N52 GRANGE TO CLONTAIL SCHEME

Purpose: FOR PLANNING

Title: PART 8
HORIZONTAL AND VERTICAL ALIGNMENT
SIDE ROADS - SHEET 4 OF 4

Original Scale	Design/Drawn	Checked	Authorised
1:1000 at A1 1:2000 at A3	AK	ST	UOH
	Date 17.05.19	Date 17.05.19	Date 17.05.19

Status: P

Drawing Number: 5158291 / HTR / DR / 0113

Rev: D

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Plotted by: stobin

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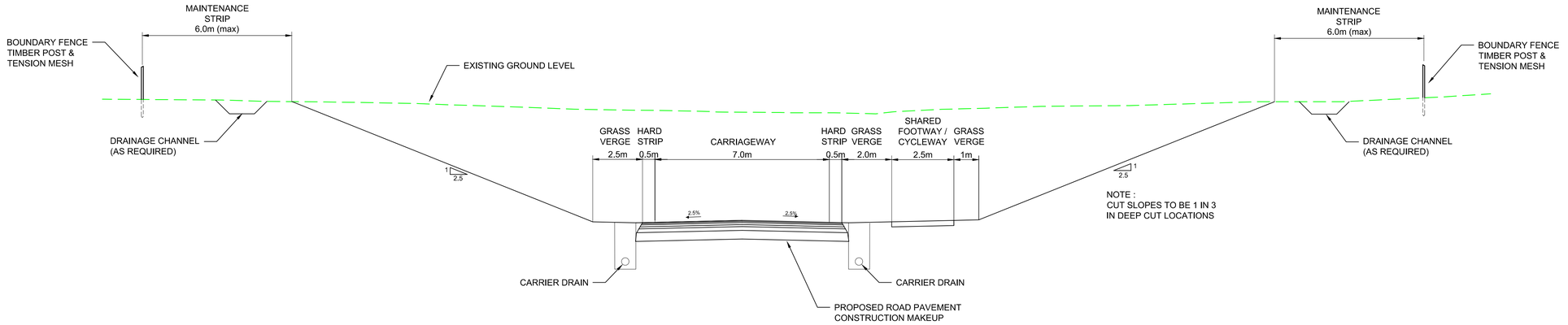

TYPICAL PROPOSED N52 CROSS SECTION (IN CUT)

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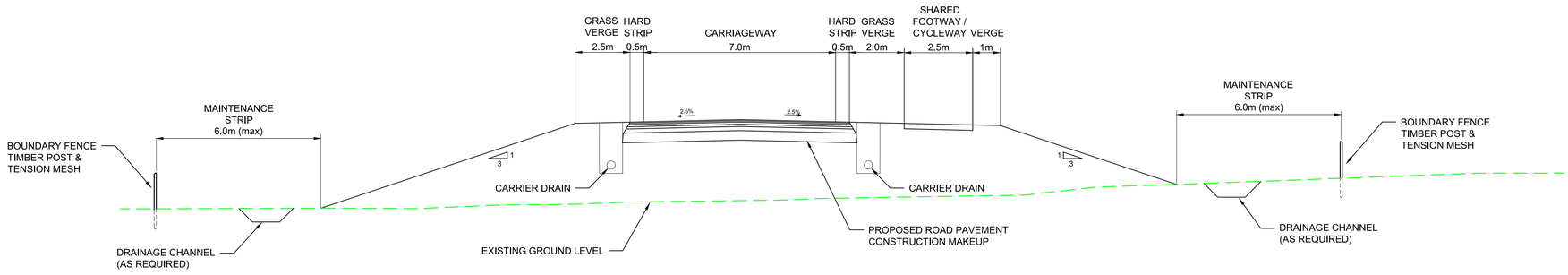

TYPICAL PROPOSED N52 CROSS SECTION (IN FILL)

Scale at A1 1:10
Scale at A3 1:20

comhairle chontae na mí
meath county council

An Roinn Iompair Turasóireachta agus Spóirt
Department of Transport, Tourism and Sport

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A	FOR PLANNING	DB	03.07.19	ST	UOH
-	FOR PLANNING	AK	17.05.19	ST	UOH

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Client: MEATH COUNTY COUNCIL

Project: N52 GRANGE TO CLONTAIL SCHEME

Purpose: FOR PLANNING

Title: PART 8
TYPICAL CROSS SECTION

Original Scale	Design/Drawn	Checked	Authorised
AS SHOWN	AK	ST	UOH
	Date 17.05.19	Date 17.05.19	Date 17.05.19

Status	Drawing Number	Rev
P	5158291 / HTR / DR / 0114	D

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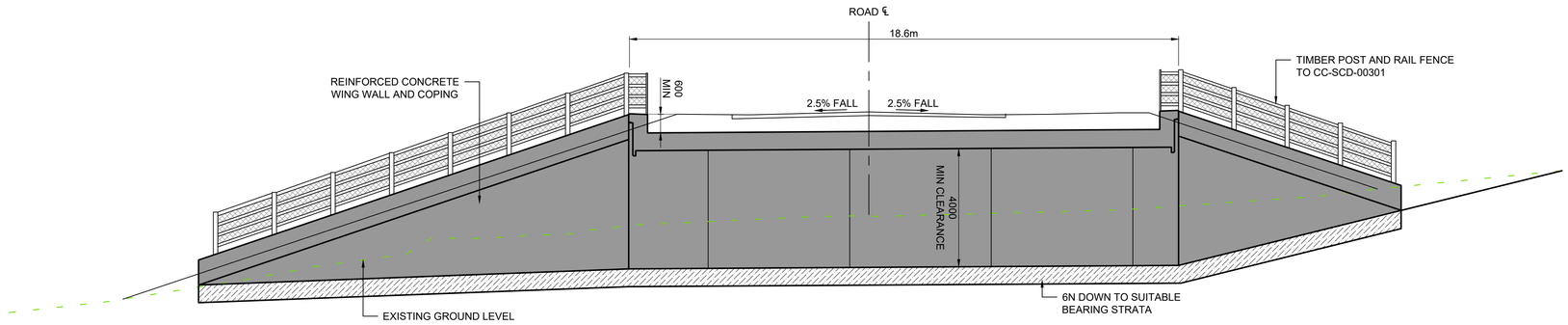

LONG SECTION ALONG UNDERPASS 1 CH1050 CENTRELINE

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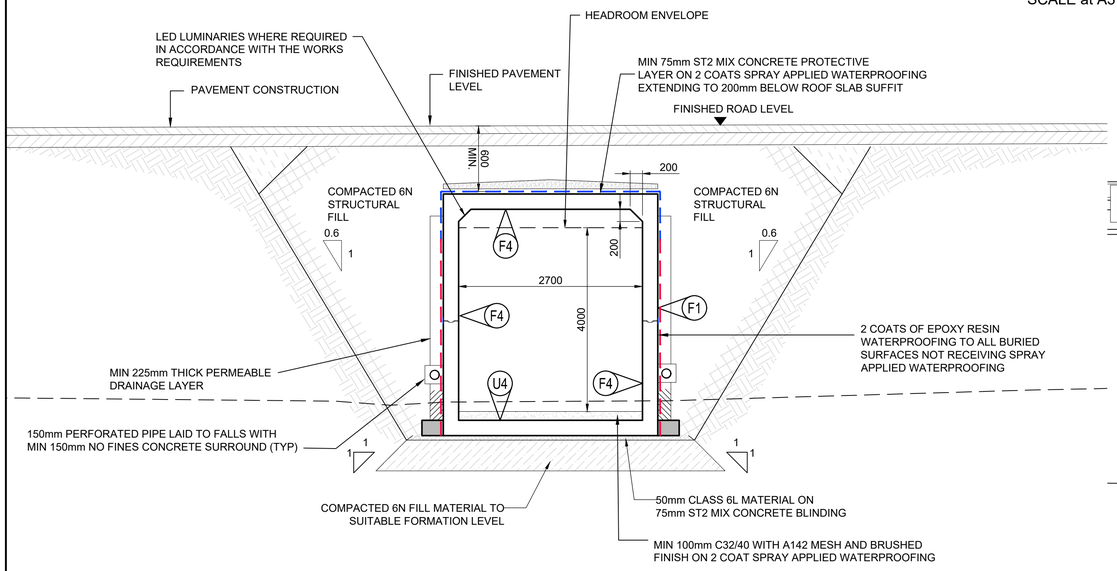
SCALE at A3 1:200



TYPICAL CROSS SECTION

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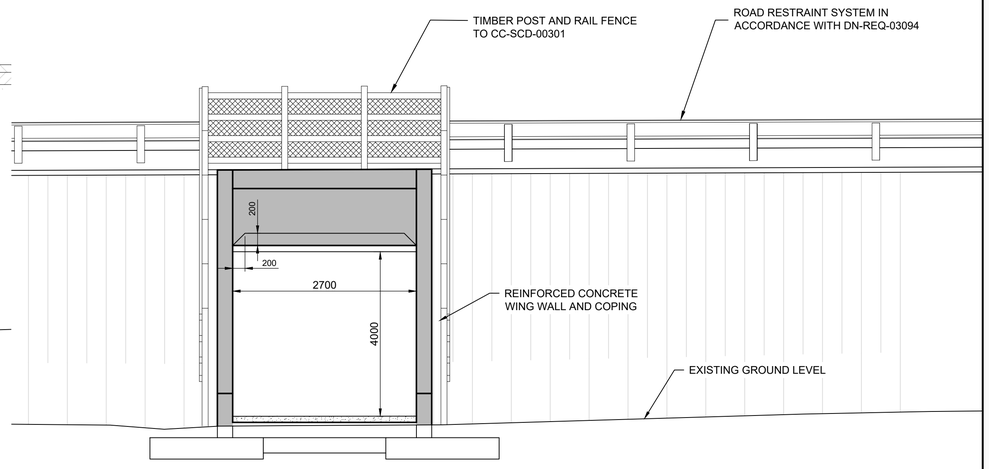
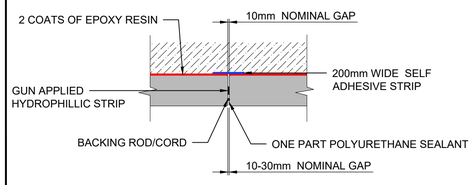


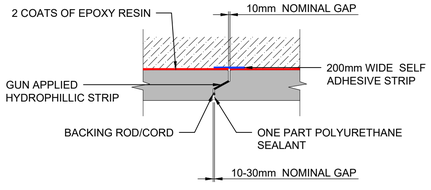
ELEVATION OF UNDERPASS

Scale at A1 1:50
Scale at A3 1:100



TYPICAL FLAT JOINT DETAIL

SCALE at A1 1:20
SCALE at A3 1:40



TYPICAL STANDARD JOINTING DETAIL

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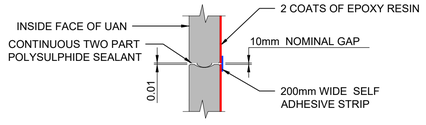

TYPICAL UNIT TO UNIT JOINT DETAIL

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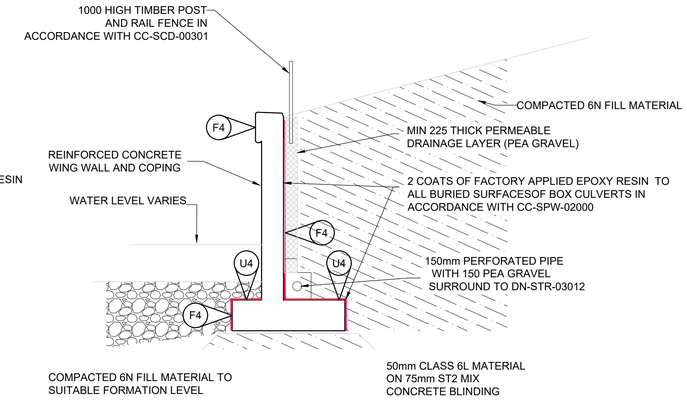
SCALE at A3 1:40



TYPICAL SECTION THROUGH WINGWALL

Scale at A1 1:50
Scale at A3 1:100

GENERAL NOTES

1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE
2. ONLY WRITTEN DIMENSIONS SHALL BE USED. NO DIMENSIONS SHALL BE SCALED FROM THE DRAWINGS
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4. ALL COORDINATES ARE IN METRES AND ARE TO IRISH TRANSVERSE MERCATOR
5. DRAWINGS ARE TO BE READ IN CONJUNCTION WITH THE SPECIFICATION

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An Roinn Iompair Turasóireachta agus Spóirt
Department of Transport, Tourism and Sport

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C	FOR PLANNING	DB	13.08.20	ST	UOH
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-	FOR PLANNING	JD	04.06.19	ST	UOH

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Client: MEATH COUNTY COUNCIL

Project: N52 GRANGE TO CLONTAIL SCHEME

Purpose: FOR PLANNING

Title: PART 8 UNDERPASS 1 CH1050

Original Scale	Design/Drawn		Checked		Authorised	
AS SHOWN	JD	Date 04.06.19	ST	Date 04.06.19	UOH	Date 04.06.19

Status	Drawing Number	Rev
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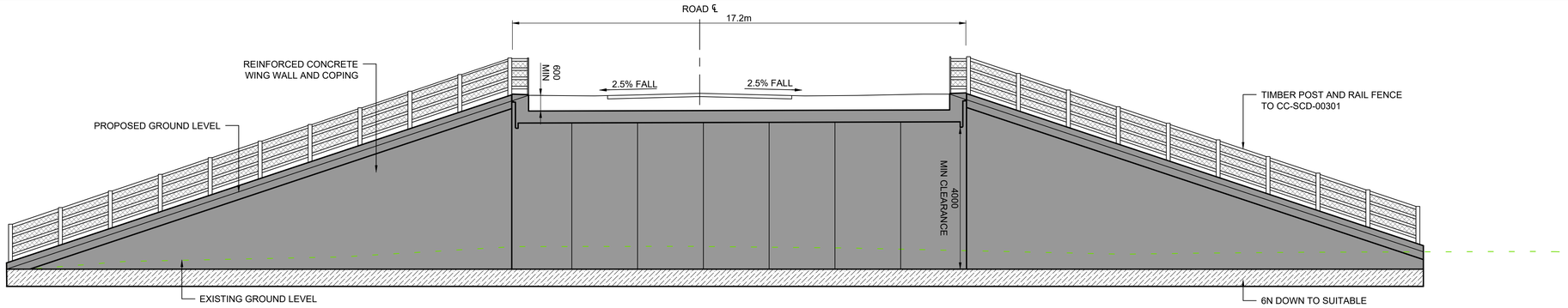

LONG SECTION ALONG UNDERPASS 2 CH2150 CENTRELINE

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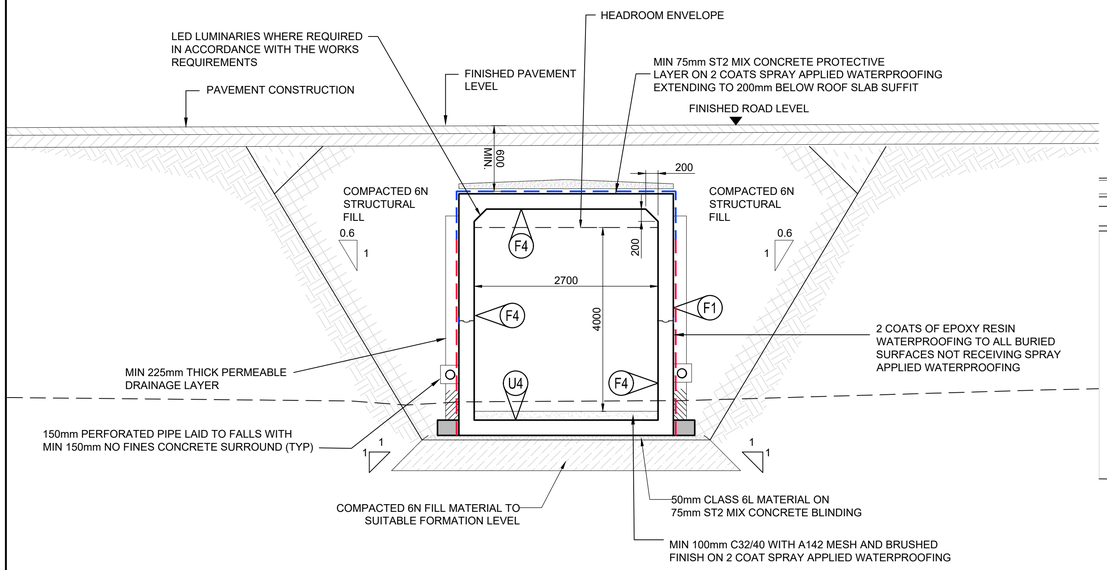

TYPICAL CROSS SECTION

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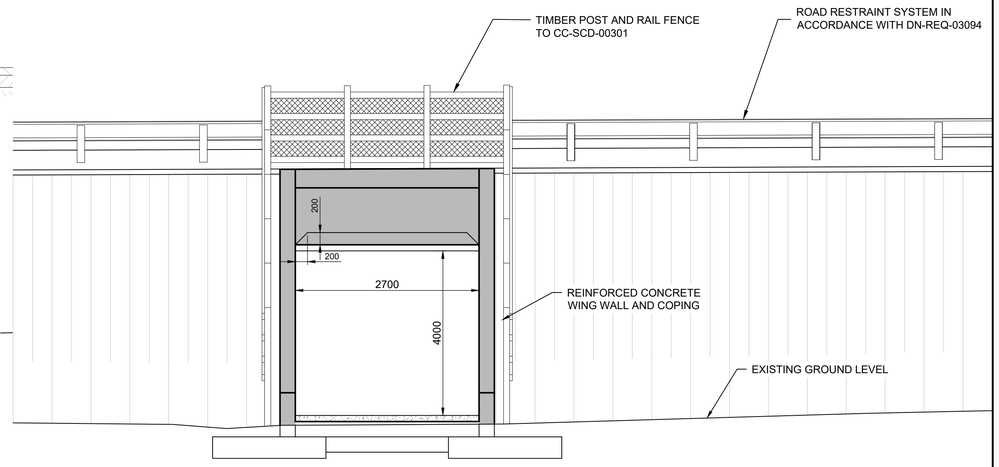
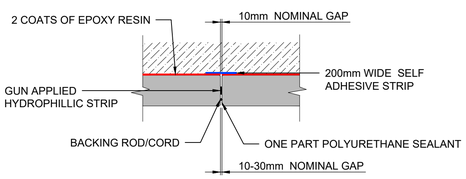


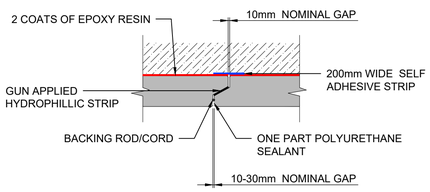
ELEVATION OF UNDERPASS

Scale at A1 1:50
Scale at A3 1:100



TYPICAL FLAT JOINT DETAIL

SCALE at A1 1:20
SCALE at A3 1:40



TYPICAL STANDARD JOINTING DETAIL

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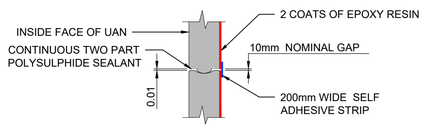
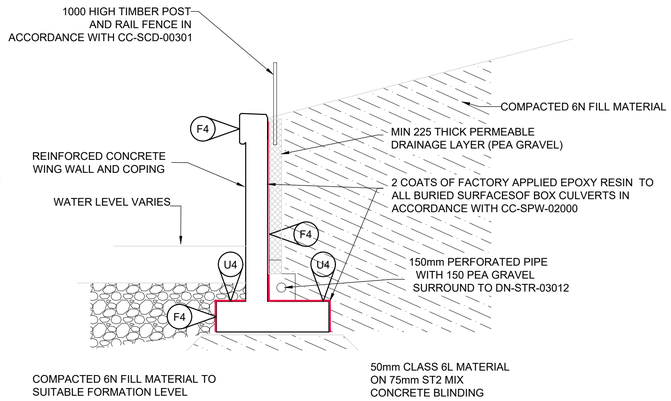


TYPICAL UNIT TO UNIT JOINT DETAIL

SCALE at A1 1:20
SCALE at A3 1:40



TYPICAL SECTION THROUGH WINGWALL

Scale at A1 1:50
Scale at A3 1:100

GENERAL NOTES

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meath county council

An Roinn Iompair Túrasóireachta agus Spóirt
Department of Transport, Tourism and Sport

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Client: MEATH COUNTY COUNCIL

Project: N52 GRANGE TO CLONTAIL SCHEME

Purpose: FOR PLANNING

Title: PART 8
UNDERPASS 2 CH2150

Original Scale	Design/Drawn	Checked	Authorised
AS SHOWN	JD Date 04.06.19	ST Date 04.06.19	UOH Date 04.06.19

Status: P
Drawing Number: 5158291 / HTR / DR / 0116
Rev: D

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Date: Sep 22, 2020 - 11:44am
Plotted by: JDenafra

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Appendix B. Cultural Heritage Impact Assessment Report

Refer to Appendix D of the Environmental Report submitted as part of this application

WS Atkins Ireland Limited

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