



Comhairle Contae **Lú** **Louth** County Council

Planning and Development Act 2000 as amended (Part XI)

Planning and Development Regulations 2001 - 2021 (Part 8)

PROPOSAL

N53 Hackballscross to Rasan

PART 8 PLANNING

Document Control Sheet

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1 INTRODUCTION

1.1 PROPOSED DEVELOPMENT

This document relates to the proposed realignment of the existing N53 National Secondary route within the townlands of Rassan, Shanmullagh, Annaghvacky, Carrickastuck and Barronstown in the County of Louth

The N53 has been identified as one of the country's important National Secondary Routes, providing a strategic transport link for the northwest to the northeast. The N53 serves the towns of Dundalk, Castleblayney, where it joins the N2 for its onward linkage to the northwest.

The proposed scheme entitled "N53 Hackballscross to Rassan" will commence at an appropriate tie-in point adjacent to Hackballscross in the Townland of Carrickastuck in Co. Louth and traverse west through the town lands of Annaghvacky, Shanmullagh and Rassan to tie-in to the existing engineered road cross section point in the Townland of Rassan. The scheme consists of the realignment of circa 3.3km of the existing N53 National Secondary Route.

The existing carriageway is a single carriageway, generally 6.0m wide with grass verge widths varying between 0.5m and 2.5m. The posted speed limit is generally 80km/h however reduces to 60km/h on approach to and through Annaghvacky. There are no hard shoulders present which creates an inherently hazardous environment for vulnerable road users such as pedestrians and cyclists. There is no formal surface water drainage system present and run off from the road surface simply runs along the edge of the carriageway and discharges into the nearest ditch. The uneven surface results in surface water ponding in certain areas during periods of heavy rainfall which creates inherent safety issues in wet weather.

The proposed N53 realignment will typically consist of a 7.3m carriageway with 2.5m hard shoulders and 3m verges before reducing to tie into the existing road improvements at Hackballscross. The local road LP-7120 from Treagh to Shanmullagh and Annaghvacky cross roads will have a ghost island junction with the proposed realigned N53. Travelling south on the LP-7120 from Annaghvacky cross roads towards Treagh the LP-7120 will be cul de saced 320m approx. from Annaghvacky cross roads. A new link road, approx. 60m long, connecting the existing N53 with the proposed new N53 alignment at a location approximately 300m east of Annaghvacky cross roads, shall also have a simple junction. The LT-31252 Clonaleenaghan road will have a simple junction with the N53. The LP- 3117 (Crossmaglen) and adjacent LS 7116 will remain simple junctions off the re-classified existing N53

The details of the project are more particularly shown on the Part 8 Drawings.

1.2 BENEFITS OF THE PROPOSED DEVELOPMENT

Road Safety continues to be an important issue, particularly on national secondary single carriageway roads. The road has a sub-standard alignment and safety is compromised due to the number of at-grade junctions and private accesses along the existing road. The proposed development will improve the safety of this section of the national secondary route.

The N53 route has recently been upgraded locally to the east of this proposed N53 realignment for a distance of 4.5km between Barronstown and Hackballscross. The realignment of the N53 between Hackballscross and Rissan will extend these recent improvements and will provide an engineered standard of single carriageway road from a point circa 0.5km west of the M1 Motorway at Dundalk and the Louth County Boundary for a distance of approximately 10.2 km.

In addition to the realignment works some hidden dips on the existing N53 for approximately 300m immediately east of Annaghvacky cross roads will be realigned vertically to provide safer geometry.

The provision of a consistent alignment along the N53 in general will reduce driver confusion and error. The proposed measures will have a beneficial effect on road safety.

The proposed development is consistent with various local & national transport policies.

Project Ireland 2040: National Planning

The National Planning Framework (NPF) is the Government's high-level strategic plans for the effective growth and development of our country over the next two decades. In doing so, the document identifies a number of National Strategic Outcomes and in turn aims to inform several Strategic Investment Priorities of the NDP.

The National Planning Framework notes that in order to achieve one of its "National Strategic Outcomes" of Enhanced Regional Accessibility, the strategic capacity and safety of the national roads network must be maintained, including planning for future capacity enhancements.

Ultimately, the NPF puts forward the following National Policy Objectives (NPO's) which support the strengthening of the strategic N53 corridor:

PO 2b: "The regional roles of Athlone in the Midlands, Sligo and Letterkenny in the North-West and the Letterkenny-Derry and Drogheda-Dundalk-Newry cross-border networks will be identified and supported in the relevant Regional Spatial and Economic Strategy."

NPO 2c: "Accessibility from the north-west of Ireland and between centres of scale separate from Dublin will be significantly improved, focused on cities and larger regionally distributed centres and on key east-west and north-south routes."

NPO 7: "Strengthening Ireland's overall urban structure, particularly in the Northern and Western and Midland Regions, to include the regional centres of Sligo and Letterkenny in the North-West, Athlone in the Midlands and cross-border networks focused on the Letterkenny-Derry North-West Gateway Initiative and Drogheda-Dundalk-Newry on the Dublin-Belfast corridor."

NPO 45: The NPF recognises the requirement and benefits of coordinated investment in infrastructure between the Regional Assemblies of the Republic of Ireland and Northern

Ireland. Hence, NPO45 states, *“In co-operation with relevant Departments in Northern Ireland, support and promote the development of the North West City Region as interlinked areas of strategic importance in the North-West of Ireland, through collaborative structures and a joined-up approach to spatial planning”.*

NPO 46: *“In co-operation with relevant Departments in Northern Ireland, enhanced transport connectivity between Ireland and Northern Ireland, to include cross-border road and rail...”*

It is noted the N53 National Secondary Route provides important linkage between the east coast urban centre of Dundalk and the North West including Northern Ireland. The N53 provides a route from the northwest to Dundalk and the Dublin-Belfast corridor, via the N2 / A5 corridor.

The NPF also notes the following for the North East region, and the improvements to the physical infrastructure associated with upgrades to the N53 complement this, as the benefits associated with enhanced connectivity is realised:

“Addressing economic resilience and connectivity will be strategic priorities for this area. The maintenance of seamless cross-border movement for people, goods and services, together with improvements in digital and physical infrastructure will create new opportunities to leverage employment and for sustainable population growth, focused on the county towns. Enhanced connectivity would result in this area being strategically located almost equidistant between the Dublin, Belfast and Derry City regions in terms of time, as well as distance.”

Regional Policy

Border Regional Authority Planning Guidelines (2010-2022)

The N53 has been highlighted as being a Strategic Link in the Border Regional Authority Planning Guidelines, in Section 5.2.2.2. Therefore, any proposed project which will improve journey times and safety for long distance trips along the overall route will be beneficial along this identified Link.

Regional Spatial & Economic Strategy (RSES) (2019-2031)

The RSES (Eastern & Midland Regional Assembly) denotes Dundalk as a Regional Growth Centre. Regional Growth Centres are towns, located outside the Dublin Metropolitan Area which are, in addition to Dublin, critical to the implementation of effective regional development as set out in the NPF.

The Growth Strategy for the Eastern and Midland Region sets out the key locations for population and employment growth, coupled with investment in infrastructure and services to meet the medium to long term growth needs of the region.

The vision provided for in the RSES is that Dundalk will be a Regional Growth Centre with a population target in the region of 50,000 by 2031; thereby increasing demand on the connecting infrastructure, which would include that along the N53 corridor.

Louth County Council Development Plan

- The proposed development is a specific objective in the Louth County Council Development Plan 2015-2021

The Louth County Development Plan contains an overall strategy for the proper planning and sustainable development of County Louth over the lifetime of the Plan. It contains the following specific transport relevant element in Chapter 7, relevant to the N53:

7.3.3 *“Louth County Council will continue to implement measures to safeguard the capacity and safety of national routes so that they can continue to perform their strategic role and maintain their importance to the future development of the County.”*

TC 7: *“To provide and maintain a road hierarchy based on motorway, national routes, regional routes and local roads and to maintain the carrying capacity and lifespan of the road network and ensure high standards of safety for road users*

Capital Investment Plans 2016-2021

This document sets out the requirement to invest in transport to ensure that economic and social objectives are met. There are 3 main priorities identified as follows;

- to maintain and renew the strategically important elements of the existing land transport system;
- to address urban congestion;
- to improve the efficiency and safety of existing transport networks.

The proposed improvement to the N53 is consistent with this Capital Plan and in particular the third priority in relation to improvement in efficiency and safety of existing transport networks.

Road improvements can support international trade by improving linkage to major ports and airports, enhancing cross-Border accessibility, or complimenting the Trans-European networks. The N53 forms a strategic cross-country route which has the potential to carry significant volumes of cross-Border traffic to and from the north west of Ireland to the M1 and onwards towards Belfast and large areas of the Republic.

The proposed project therefore enjoys a high level of support in county, regional and national land use development plans.

Road Safety Strategy 2013 – 2020

The Road Safety Strategy 2013 – 2020 prepared by the Road Safety Authority (RSA) outlines the objectives in terms of road safety for the country. As stated in the strategy document the cost benefit of preventing a fatality from a road collision amounts to €2.5 million at 2010 prices and represents a benefit to society of €0.75 billion per annum. This figure does not consider the cost of injuries (both minor and major), the economic costs of interruptions to the traffic flow due to the occurrence of road traffic collisions and the societal costs of collisions. Taking these factors into the consideration the annual savings to be realized from preventing collisions is in excess of €1bn.

The overall objective of the strategy is to improve Ireland’s road safety performance to that currently attained by the safest countries in the world such as the United Kingdom, Netherlands, Sweden and Australia. To achieve this a reduction in road collision fatalities on Irish roads to 25 per million population or less is required. This represents a reduction in road fatalities from 162 in 2012 to 124 or fewer by 2020. The Road Safety Strategy not only states the objectives of the strategy but also describes how these objectives may be met through engineering measures, education measures, enforcement measures and evaluation data and research measures.

The development of this scheme will follow these measures and will also support the overriding aims of the strategy in reducing the numbers of collisions on Irish Roads.

1.3 PLANNING AND DEVELOPMENT REGULATIONS

In accordance with the Planning and Development Acts 2000 as amended (Part XI), Planning and Development Regulations 2001 as amended (Part 8), Louth County Council (LCC) is making available for inspection to members of the public, documentation and drawings describing the proposed works. The following drawings should be read in conjunction with this document:

Table 1.1: Part 8 Drawings

Drawing Number	Title	Scale
WH5302-04-005.1	Part 8 Submission – General Location (Sheet 01 of 01)	1:25,000
WH5302-04-005.2	Part 8 Submission – Mainline Location Map - Horizontal and Vertical Alignment (Chainage 0 to 1400 Sheet 01 of 03)	1:2,500
WH5302-04-005.3	Part 8 Submission – Mainline Location Map - Horizontal and Vertical Alignment (Chainage 1400 to 2800 Sheet 02 of 03)	1:2,500
WH5302-04-005.4	Part 8 Submission – Mainline Location Map - Horizontal and Vertical Alignment (Chainage 2800 to 3336 Sheet 03 of 03)	1:2,500
WH5302-04-005.5	Part 8 Submission – Sideroad Location Map - Horizontal and Vertical Alignment Local Road & L-7120 (Sheet 01 of 04)	1:1,000 (H) 1:100 (V)
WH5302-04-005.6	Part 8 Submission – Sideroad Location Map - Horizontal and Vertical Alignment – Subway (Sheet 02 of 04)	1:1,000 (H) 1:100 (V)
WH5302-04-005.7	Part 8 Submission – Sideroad Location Map - Horizontal and Vertical Alignment – Link Ch1955 & SCD (Sheet 03 of 04)	1:1,000 (H) 1:100 (V)
WH5302-04-005.8	Part 8 Submission – Sideroad Location Map - Horizontal and Vertical Alignment – Link A & LT-31253 (Sheet 04 of 04)	1:1,000 (H) 1:100 (V)
WH5302-04-005.9	Part 8 Submission Typical Mainline Road Cross Section (Sheet 01 of 01)	1:100

The following reports are on public display and should also be read in conjunction with this document:

- Atkins Environmental Report
- Atkins Environmental Impact Assessment Screening Report
- Atkins Appropriate Assessment Screening Report

A copy of the Newspaper Notice for the proposed development as required by the above Regulations is included in **Appendix A**.

A copy of the site notice to be erected on the land on which the proposed development is situated is attached in **Appendix B**.

A list of the Bodies notified in Accordance with Section 82 of the Planning and Development Regulations as amended is included in **Appendix C**.

A copy of the Environmental Impact Assessment Screening Determination and Habitats Directive Assessment Screening Determination is included in Appendix D.

2 DESCRIPTION OF SCHEME

2.1 ROAD TYPE

The proposed road

The proposed road has been designed in accordance with Transport Infrastructure Ireland (TII) Publications.

The proposed development consists of the realignment of the N53 National Secondary Route in the townlands of Rassin, Shanmullagh, Annaghvacky, Carrickastuck and Barrontown in the County of Louth.

It comprises the construction of a type 1 single carriageway road for a distance of approximately 3.30 km from a tie-in point in the townland of Rassin to a tie-in point close to Hackballscross in the townland of Carrickastuck. The proposed development will be offline / online in approximately the ratio 75% / 25% from the western tie in at Rassin traversing east to the tie in at Hackballscross.

The proposed development (between Chainage 0 and 2980 will be designed to a type 1 single carriageway standard in accordance with the TII Publications DN-GEO-03036. This standard consists of a 7.3m carriageway with 2 x 2.5m hard-shoulders and 2 x 3.0m grass verges with associated accommodation & fencing works, landscaping works, drainage works and ancillary works. The proposed cross section is outlined in Table 1 below.

Table 2.1: Proposed Road Cross Section

Road Type	Verge Width (m)	Hard Strip/Shoulder Width (m)	Lane Width (m)	Total Width (m)
Type 1 Single carriageway S2	2 x 3.0m	2 x 2.5m	2 x 3.65m	18.3m

The proposed development will then transition and be designed to a type 2 single carriageway standard (between Chainage 2980 and 3360) in accordance with the TII Publications DN-GEO-03036. This standard consists of a 7.3m carriageway with 2 x 0.5m hard-shoulders and 2 x 3.0m grass verges with associated accommodation & fencing works, landscaping works, drainage works and ancillary works. The proposed cross section is outlined in Table 1 below.

Table 2.2: Proposed Road Cross Section

Road Type	Verge Width (m)	Hard Strip/Shoulder Width (m)	Lane Width (m)	Total Width (m)
Type 2 Single carriageway S2	2 x 3.0m	2 x 0.5m	2 x 3.65m	12.3m

The local primary road LP 7120 Shanmullagh will have a simple junction including a ghost island with the new N53. North of the new alignment the LP7120 will be cul de saced approximately 320m south of Annaghvacky cross roads The old N53 will be downgraded to local road status but will still collect traffic from the LP3117 (to Crossmaglen) and the LS7118, and will be realigned to reconnect with the new alignment of the N53 approximately 300m east of Annaghvacky cross roads in the townland of Annaghvacky. The existing LT31252 Clonaleenaghan road will have a simple junction with the realigned N53.

A shared use cycleway/pedestrian facility will be provided in the northern verge of the project from chainages 2530 to 3360 and will continue to the Hackballscross junction where it will connect to the previously built facility.

The layout of the proposed development is more particularly shown on the Part 8 Drawings.

2.2 DRAINAGE

The study area is located within the Fane and Castletown River catchment areas, which eventually discharges into Dundalk Bay. There are no Catchment Flood Risk Assessment and Management (CFRAM) fluvial flood risk maps available on floodinfo.ie for this area.

At this scheme location there is currently no surface water drainage system on the existing N53 and run off from the road surface simply runs along the edge of the carriageway and discharges into the nearest ditch. The uneven surface in places results in water ponding during periods of heavy rainfall. This creates inherent safety issues in wet weather.

The main purpose of any surface water collection system is to remove water from the running surface, to improve safety and minimise nuisance for the road users. During the operation stage improved surface water runoff treatment will result in a positive impact for all receiving watercourses.

The main surface water collection will be provided by a system of filter drains, kerb and gully, channel/ kerb, grass channels or combinations of drainage constructions along the edge of the proposed realignment which will discharge at suitable outfall locations.

A drainage plan has been prepared for the proposed scheme to inform the detail design and construction stage (should the project receive the necessary approvals) which, in turn, will form an integral part of the operating plan for the proposed road development. In particular, the protective measures, control, monitoring and emergency measures for the proposed road development in relation to sediment control are described as the identified watercourses eventually flow into the rivers Fane and Castletown River.

The first and second outfalls flows to the Fane River approximately 4km south of the schemeoutfall three flows to the Castletown River. A full assessment of the impacts and principle control measures at watercourses is included within the Appropriate Assessment Screening for the project. As part of this assessment a preliminary drainage plan was prepared.

2.3 EARTHWORKS / EXCAVATION

The earthworks outline adopted for the project generally consists of 1 in 3 side slopes at embankments and 1 in 2 side slopes at cuttings. The construction involves various earthworks throughout the length of the project. Various heights of cutting and filling will be required to construct the mainline, sideroads and other associated works.

Some preliminary ground investigations have been undertaken in this area. Ground conditions: based on regional mapping sources the general vicinity of the proposed route is underlain predominantly by till derived from Lower Palaeozoic sandstones and shales with cut over raised peat at the eastern and western ends of the route

The vertical alignment of the proposed development is more particularly shown on the Drawings numbered WH5302-04-005.2 to WH5302-04-005.4.

2.4 LANDSCAPING

The existing land is improved agricultural grassland which is used for grazing. The existing landscape is characterised by dispersed housing and agricultural fields enclosed by semi-mature to mature hedgerows with emergent trees and woodlands.

The landscaping will be carried out taking account of the existing countryside so that the project can be carefully integrated into the receiving environment. Native species will be used.

Hedgerow planting will be provided along the fencelines in order to replace hedgerows removed by the road construction. A landscape report has been prepared setting out the landscaping measures that will be required for the project.

Visual screen fencing will be provided as shown on the Part 8 drawings in order to address headlight glare.

2.5 PUBLIC UTILITIES

Existing public utilities in the area impacted by the proposed development will need to be diverted or protected to accommodate the Works. Diversions of the affected services are required to a location which will not impact on the future use of the proposed development or service and will enable the safe construction of the proposed development.

All of the potentially impacted utility providers have been consulted to confirm the presence of existing utilities which could be impacted. Utility diversions may be undertaken as advanced works or as part of the main construction contract.

2.6 SIGNING AND LIGHTING

Traffic signs for the proposed development will be provided in accordance with the Department of Environment Traffic Signs Manual.

There is no public lighting proposed at the junctions that form part of the proposed development as the scheme is in a rural setting. It will be necessary to provide lighting to the proposed subway and to the proposed gateway at Annaghvacky.

2.7 TRAFFIC MANAGEMENT

The proposed project is mainly offline; traffic management will be required for the entirety of the construction. The tie-in works at the eastern tie-in will require particular attention.

Local access will be provided to ensure continuous access for landowners during the construction period.

2.8 CHARACTERISTICS OF PROJECT

The proposed project will comprise the following works as required along the approximately 3.5 km corridor:

- Site clearance and preparation works for the new offline section of the alignment;
- Road widening and upgrade works to provide an improved route alignment partially online partially offline for 700m approximately from the eastern tie in
- Drainage works;
- Accommodation works;
- Ancillary works;
- Relocation of existing utility services and signage, as required.

Construction activities including storage of materials and works will be restricted to within the defined works boundary. Good construction practices will be implemented to reduce risk of accidents or pollution. Prior to going to tender a Construction Environmental Management Plan (CEMP) will be prepared and the appointed Contractor will update and put in place controls to ensure compliance during the works. In accordance with the construction contract it will be a requirement that the Contractor's CEMP will include any commitments that form part of the planning process.

2.9 ENVIRONMENTAL ASSESSMENT

The proposed project will be carried out in accordance with Transport Infrastructure Ireland (TII) Environmental Assessment and Construction Guidelines where required.

Atkins Ireland have prepared an Environment Report which will cover the following topics

- Climate Strategy
- Air Quality
- Noise and Vibration
- Land Soils and Geology
- Material Assets
- Water/Hydrology
- Archaeology, Architecture and Cultural Heritage
- Traffic
- Landscape and Visual Assessment
- Agronomy
- Population and Human Health

The Atkins Ireland Environmental Report is on display as part of this proposal.

Atkins Ireland have also provided the following two reports on foot of the environmental studies listed above

- Appropriate Assessment (AA) Screening Report
- Environmental Impact Assessment (EIS) Screening Report

The Atkins Ireland AA Screening & EIS Screening reports are on display as part of this proposal. Louth County Council Planning Authority have provided a determination as to the adequacy of the AA and EIS Screening reports and these determinations are included in **Appendices D & E**

The impacts of the various ecological aspects of the project have been addressed. It is evident that there will not be significant effects on the receiving environment or on effected designated sites, once the precautionary measures are implemented.

3 LAND ACQUISITION AND ACCOMMODATION WORKS

Land Acquisition will be required in order to construct this proposed realignment of the N53 Hackballscross to Rassan Scheme.

The preliminary design focuses on the development of the design to permit Land Acquisition procedures to be undertaken. The total land area to be required for the construction of the proposed project measures approximately 18.6 hectares (ha) of which 2.3 hectares Currently forms part of the existing road network. The total land area to be acquired under land acquisition procedures amounts to approximately 18.6 hectares. Most of the land to be acquired is from agricultural holdings, one residential property with some small areas of domestic properties and roadbed also affected. In total, thirty-two landowners/domestic properties are directly affected by the proposed development.

The realignment is generally offline and as a result the impact on domestic properties will be limited to landtake along the external boundaries of the national and local roads in the online sections at the beginning and end of the scheme and at some local roads traversed by the scheme in the offline section. In the offline sections the landtake will be predominantly agricultural holdings.

An agronomy assessment of the likely impacts on each of the individual land holdings will be undertaken. The assessment will include an estimation of the required accommodation works to mitigate impacts on these land holdings. Landowners have been consulted and following further consultation with the affected landowners, accommodation works required, including provision or revised access arrangements and replacement boundary fencing or walls, will be identified.

It is not anticipated that any private septic tanks will be affected by the proposed development however should any impacts be identified these will be addressed as part of the required individual accommodation works.

4 SUBMISSIONS

Plans and particulars of the proposed development are available on the council website at www.louthcoco.ie and may be inspected (by appointment) at **Louth County Council, Town Hall, Dundalk by contacting infrastructure@louthcoco.ie. Appointments will be made between 9.00am to 1.00pm and between 2.00pm to 4.00pm, excluding weekends and Bank Holidays, from Tuesday 25th May 2021 to Tuesday 22nd June 2021.**

Submissions and observations with respect to the proposed development, dealing with the proper planning and sustainable development of the area in which the development would be situated, may be made by email to infrastructure@louthcoco.ie or in writing to:

**Administrative Officer,
Infrastructure
Louth County Council
Town Hall
Dundalk
A91 KFW6**

All submissions and observations are to be received not later than 4.00pm on Wednesday 7th July 2021

APPENDIX A

Newspaper Notice of Proposed Development



Comhairle Contae Lú
Louth County Council

Public Notice

Planning and Development Act 2000 as amended (Part XI)

Planning and Development Regulations 2001 – 2021 (Part 8)

N53 Hackballscross to Rissan

Notice is hereby given in accordance with the requirements of the above Regulations, that Louth County Council proposes to undertake the following development.

The proposed development will consist of:

The realignment of the N53 National Secondary Route in the townlands of Rissan, Shanmullagh, Annaghvacky, Carrickastuck and Barronstown, comprising the construction of a single carriageway road for a distance of 3.3 km from a location 920m east of the N53 junction with local road L-3119 in the townland of Rissan to a location 180m west of the N53 junction with local road L-3125 in the townland of Barronstown and associated accommodation & fencing works, landscaping works, drainage works and ancillary works.

The N53 realignment will typically consist of a 7.3m carriageway with 2.5m hard shoulders and 3m verges. A ghost island junction will be located approximately 300m east of Annaghvacky cross roads. There will be a new link road, approx. 60m long, connecting the existing N53 with the proposed new N53 alignment at this location. Travelling south on the LP-7120 from Annaghvacky cross roads towards Treagh the LP-7120 will be cul de saced 320m approx. from Annaghvacky cross roads. The LT-31252 Clonaleenaghan road will have a simple junction with the N53. The LP- 3117 (Crossmaglen) and adjacent LS 7116 will remain simple junctions off the existing N53 which will be reclassified as a local road.

Louth County Council as the Competent Authority has concluded that the proposed project, individually, and in combination with other plans and projects, is not one which requires an Appropriate Assessment (AA) or an Environmental Impact Assessment (EIA) and is not likely to have a significant effect on the environment.

Pursuant to Article 120 of the Planning and Development Regulations 2001-2018 a member of the public, may at any time before the expiration of 4 weeks beginning on the date of the publication of this notice, seek an EIA screening determination from An Bord Pleanála as to whether the proposed development would have significant effects on the environment.

Plans and particulars of the proposed development are available on the council website at www.louthcoco.ie and may be inspected (by appointment) at **Louth County Council, Town Hall, Dundalk** by contacting infrastructure@louthcoco.ie. **Appointments will be made between 9.00am to 1.00pm and between 2.00pm to 4.00pm, excluding weekends and Bank Holidays, from Tuesday 25th May 2021 to Tuesday 22nd June 2021.**

Submissions and observations with respect to the proposed development, dealing with the proper planning and sustainable development of the area in which the development would be situated, may be made by email to infrastructure@louthcoco.ie or in writing to the undersigned before **4.00pm on Wednesday 7th July 2021**

Dated this 25th May 2021
Eugene Mc Manus
Administrative Officer
Infrastructure
Louth County Council
Town Hall
Dundalk
A91 W20C

APPENDIX B

Site Notice



Comhairle Contae Lú
Louth County Council

Public Notice

Planning and Development Act 2000 as amended (Part XI) Planning and Development Regulations 2001 – 2021 (Part 8)

N53 Hackballscross to Rassin

Notice is hereby given in accordance with the requirements of the above Regulations that Louth County Council proposes to undertake the following development.

The proposed development will consist of:

The realignment of the N53 National Secondary Route in the townlands of Rassin, Shanmullagh, Annaghvacky, Carrickastuck and Barronstown, comprising the construction of a single carriageway road for a distance of 3.3 km from a location 920m east of the N53 junction with local road L-3119 in the townland of Rassin to a location 180m west of the N53 junction with local road L-3125 in the townland of Barronstown and associated accommodation & fencing works, landscaping works, drainage works and ancillary works.

The N53 realignment will typically consist of a 7.3m carriageway with 2.5m hard shoulders and 3m verges. A ghost island junction will be located approximately 300m east of Annaghvacky cross roads. There will be a new link road, approx. 60m long, connecting the existing N53 with the proposed new N53 alignment at this location. Travelling south on the LP-7120 from Annaghvacky cross roads towards Treagh the LP-7120 will be cul de saced 320m approx. from Annaghvacky cross roads. The LT-31252 Clonaleenaghan road will have a simple junction with the N53. The LP- 3117 (Crossmaglen) and adjacent LS 7116 will remain simple junctions off the existing N53 which will be reclassified as a local road.

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Submissions and observations with respect to the proposed development, dealing with the proper planning and sustainable development of the area in which the development would be situated, may be made by email to infrastructure@louthcoco.ie or in writing to the undersigned before **4.00pm on Wednesday 7th July 2021**

Dated this 25th May 2021
Eugene Mc Manus
Administrative Officer
Infrastructure
Louth County Council
Town Hall
Dundalk
A91 W20C

Signed: _____

Frank Pentony

Director of Economic Development, Infrastructure and Planning

DATE OF ERECTION OF SITE NOTICE: 25th May 2021

APPENDIX C

**Bodies Notified in accordance with Section 82 of the
Planning and Development Regulations**

The following bodies will be sent a copy of this report in accordance with section 82 of the Planning and Development Regulations as amended-

- Minister, Department of Tourism, Culture, Arts, Gaeltacht, Sport and Media
 - Development Applications Unit – Built Heritage
 - Development Applications Unit – Natural Heritage
- The Heritage Council
- An Taisce
- Inland Fisheries Ireland
- Transport Infrastructure Ireland
- Minister for Environment,, Climate and Communications
- Irish Water

It may also be necessary to send referrals to other bodies.

APPENDIX D

**Louth County Council Planning Authority
AA Screening Determination**

APPENDIX E

**Louth County Council Planning Authority
EIA Screening Determination**