

Louth County Council

Park and Share Pilot Scheme – M1
Junction 16

Appropriate Assessment Stage 1
Screening Determination

Louth County Council

Park and Share Pilot Scheme – M1 Junction 16

Appropriate Assessment Stage 1 Screening Determination

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1 Introduction

This is an Appropriate Assessment Screening of the proposed Park and Share Pilot scheme on the R215 (formerly the N52), near Junction 16 of the M1, in County Louth. The Park and Share scheme shall generally include a new parking facility for drivers wishing to car share between Dublin and the North of Ireland (or similar destinations).

The Screening Assessment is carried out in accordance with the requirements of Article 6(3) of the EU Habitats Directive (92/43/EEC), which attempts to ensure the conservation of a wide range of rare, threatened or endemic animal and plant species through the assessment of the potential adverse effects of a plan or project on Special Areas of Conservation (SAC) and Special Protection Areas (SPA).

1.1 Appropriate Assessment

As outlined in the 'Appropriate Assessment of Plans and Projects in Ireland - Guidance for Planning Authorities', the Appropriate Assessment is undertaken in four Stages. An important aspect of the process is that the outcome at each successive stage determines whether a further stage in the process is required. The four stages are outlined in the above guidance document, and include:

- **Stage 1: Screening for Appropriate Assessment**

Screening is the process that addresses and records the reasoning and conclusions in relation to the first two tests of Article 6(3):

- i. whether a plan or project is directly connected to or necessary for the management of the site, and;
- ii. whether a plan or project, alone or in combination with other plans and projects, is likely to have significant effects on a Natura 2000 site in view of its conservation objectives.

If the effects are deemed to be significant, potentially significant, or uncertain, or if the screening process becomes overly complicated, then the process must proceed to Stage 2 Appropriate Assessment.

- **Stage 2: Appropriate Assessment**

This stage considers whether the plan or project, alone or in combination with other projects or plans, will have adverse effects on the integrity of a Natura 2000 site, and includes any mitigation measures necessary to avoid, reduce or offset negative effects. This stage will typically include specialist examination of subject sites in relation to relevant Natura 2000 sites.

- **Stage 3: Alternative Solutions**

This stage examines any alternative solutions or options that could enable the plan or project to proceed without adverse effects on the integrity of a Natura 2000 site. The process must return to Stage 2 as alternatives will require appropriate assessment in order to proceed.

- **Stage 4: Imperative Reasons of Overriding Public Interest (IROPI)/Derogation**

Stage 4 is the main derogation process of Article 6(4) which examines whether there are imperative reasons of overriding public interest (IROPI) for allowing a plan or project that will have adverse effects on the integrity of a Natura 2000 site to proceed in cases where it has been established that no less damaging alternative solution exists.

This report relates to a Stage 1 Screening for Appropriate Assessment of the proposed Park and Share Pilot scheme, which has been undertaken in compliance with the requirements of Article 6(3) of the EU Habitats Directive (92/43/EEC).

1.2 Guidance and Data Sources

1.2.1 Guidance

The following documents have been used to complete this Stage 1 Appropriate Assessment:

- Appropriate Assessment of Plans and Projects in Ireland - Guidance for Planning Authorities. (Department of Environment, Heritage and Local Government, 2010).
- Assessment of plans and projects significantly affecting Natura 2000 sites - Methodological guidance on the provisions of Article 6(3) and (4) of the Habitats Directive 92/43/EEC.
- Appropriate Assessment under Article 6 of the Habitats Directive: Guidance for Planning Authorities (Reference: NPW 1/10 & PSSP 2/10).
- Managing Natura 2000 Sites - The provisions of Article 6 of the 'Habitats' Directive 92/43/EEC.

1.2.2 Data Sources

The following data sources have been used to complete this Stage 1 Appropriate Assessment:

- Design drawing P19-008-PSW1-F-SK-002 (Rev 0.2) - Park and Share Pilot Scheme M1 Junction 16, drawing title 'Option 1 A Layout'.
- The National Parks and Wildlife Service (NPWS) website: www.npws.ie
- Appropriate Assessment Mapping Tool at www.gis.epa.ie/EPAMaps/AAGeoTool
- A Site Visit to the proposed development site, undertaken in February 2019.

2 Project Site

2.1 Description of the Existing Site

The proposed site of the Park and Share facility is located in a greenfield site to the north of the R215 (formerly the N52), near Junction 16 of the M1 (see Figure 1). Access to the proposed site will be from the R215, located approximately 250m west of the M1 Junction 16 gyratory.

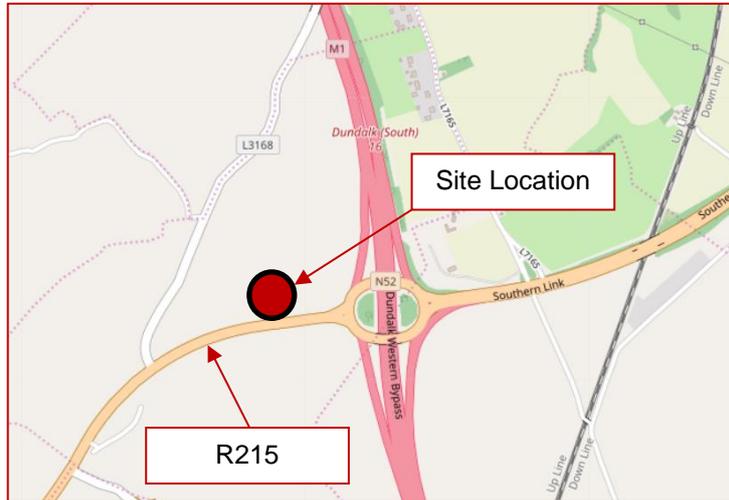


FIGURE 1 SITE LOCATION (SOURCE: OPENSTREETMAP.ORG)

The R215 extends from Ardee to its junction with the M1/N1 near Dundalk to the north. Within the proximity of the proposed site, the R215 extends in an east west direction, and is a single lane two-way carriageway with wide hard shoulders on both sides of the carriageway. It also includes an existing footpath that runs in an east-west direction on the northern side of the carriageway. The posted speed limit is 80km/hr. The speed limit was previously 100km/hr but was reduced in a recent speed limit review of roads in County Louth.

Furthermore, an existing toe drain runs along the R215’s northern edge and connects with an open field drain located to the east of the proposed site (see Figure 2). The open field drain connects to a culvert which passes under the R215, before connecting with a small stream (EPA reference IE_NB_06F010950) south of the R215. Site observations show the open field drain is heavily overgrown with vegetation (see Figure 3).

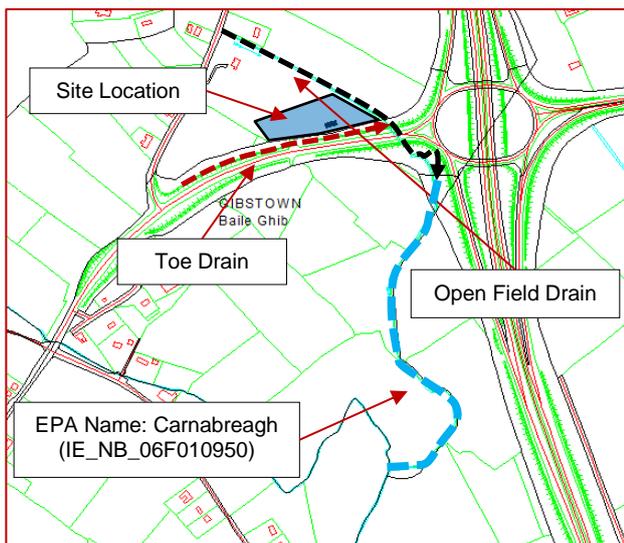


FIGURE 3 LOCATION OF TOE DRAIN AND OPEN FIELD DRAIN



FIGURE 3 VIEW OF OPEN FIELD DRAIN EAST OF THE SITE

2.2 Description of the Scheme Proposals

The proposed project is being developed as a Pilot scheme to support commuters who currently use the R215, and other roads near M1 motorway junctions, as an informal parking area (see Figure 4). Drivers currently park in the hard shoulder, before carpooling with a friend or colleague for the remaining section of the commute.

The proposed scheme therefore includes a new car parking facility off the R215 that will support carpooling, but improve safety and security for commuters and other traffic using the R215 (and other roads) by removing unnecessary hazards from the roadside.



FIGURE 4 INFORMAL PARKING WITHIN THE R215 EASTBOUND HARD SHOULDER

Proposals include the following key elements:

1. A new off-road car park to facilitate Park and Share commuters wishing to car-share.
2. A right turn lane on the R215 for westbound drivers wishing to access the new Park and Share facility. This can be accommodated within the existing R215 carriageway footprint.
3. Earthworks that include approximately 20,000m³ of imported fill to the site, and the disposal of 4,000m³ of unsuitable material to a certified landfill.
4. Public lighting improvements on the R215 within the proximity of the right turn lane and Park and Share access. New lighting on the R215 shall supplement existing lighting at Junction 16 of the M1.
5. A turning head to support efficient and safe access to the car parking area, and for quick entry and exit for users picking up or dropping off other users.
6. The existing culverted toe drain shall be extended in order to maximise the car parking area and to avoid having an open channel that vehicles or pedestrians could fall into when using the Park and Share site.
7. A pick-up/drop off area near the access for collection/drop off.
8. A height restriction barrier to control the type of vehicle using the facility.
9. A porous pavement surface within the car park, which will promote Sustainable Drainage System (SuDS) principles, where stormwater runoff is discharged at source.

Note: The proposed scheme will not encroach into the open field drain to the east of the site (see Figure 2), which will remain in its current location and condition. However, the scheme's footprint shall conflict with the existing toe drain. As noted in point 6 above, the toe drain shall be extended in order to maximise the car parking area and to avoid having an open channel that vehicles or pedestrians could fall into when using the Park & Share carpark. The extended culvert shall therefore pass under the proposed Park & Share carpark and continue to outfall to the open field drain at the same location. Both the existing toe drain and the open field drain will, therefore, be maintained as per the current operation.

3 Identification of Natura 2000 Sites

A review of the Appropriate Assessment Mapping Tool¹ confirmed that the proposed Park and Share Pilot scheme does not directly sit within, or adjacent, any Natura 2000 sites. In accordance with the Guidance for Planning Authorities, it is suggested that the assessment also consider those Natura 2000 sites that are located within a 15km zone of the proposed development. See Figure 6.

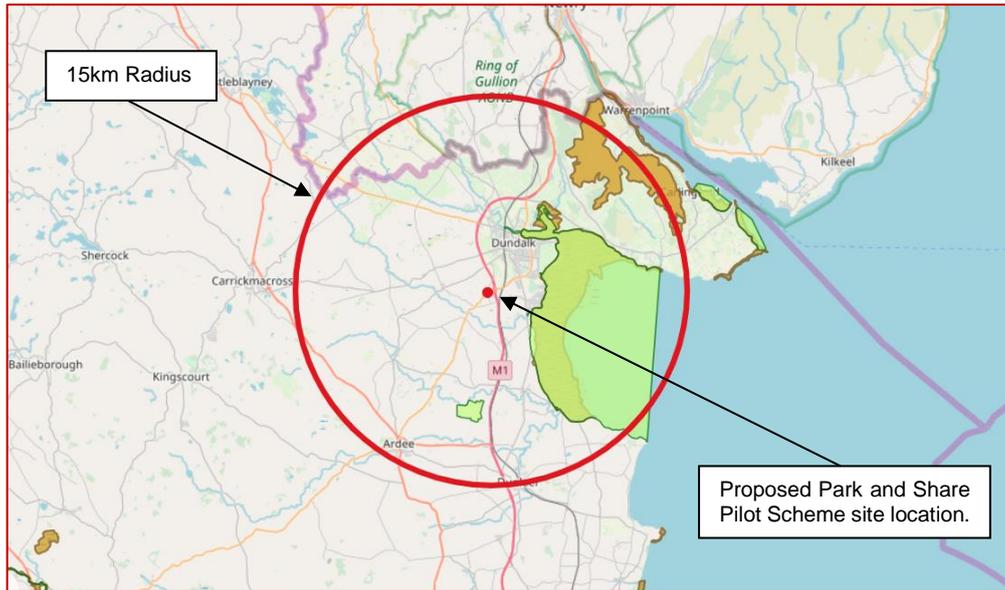


FIGURE 5 THE 15KM ZONE OF IMPACT USED TO DETERMINE AFFECTED SITES

As illustrated in Figure 6, analysis identified four sites located within the 15km Zone of Impact. These are identified in Table 1 below, including their site code and the distance from the proposed development site.

Site Code	Site Name	Distance from Development Site (km)
004091	Stabannan-Braganstown SPA	8.8
000455	Dundalk Bay SAC	3.7
004026	Dundalk Bay SPA	3.7
000453	Carlingford Mountain SAC	10.7

TABLE 1 NATURA 2000 SITES IDENTIFIED WITHIN 15KM RADIUS OF PROPOSED DEVELOPMENT

The following table summarises the projects construction, operation and decommissioning phases, with specific reference to their impact, if any, on any of the four Natura 2000 sites listed in Table 1 above.

Items	Project features	Direct or Indirect Impact on Natura 2000 Sites?
Size, scale, area, land-take.	The site is approximately 180m x 100m, so is considered to be a localised site development (as opposed to a linear road construction that may extend for several kilometres). The project site will require land-take, which will be secured in a neighbouring field.	No
Physical changes that will flow from the project or plan	The proposed Park and Share car park will effectively relocate existing parking on the R215 (and other effected roads) from the hard shoulder to the proposed off-road parking facility. An existing toe drain runs along the R215's northern edge and connects with an open field drain located to the east of the proposed site. The proposed scheme will not encroach into the open field drain to the east of the site, which will remain in its current location and condition. However, the scheme's footprint shall conflict with the	No

¹ www.gis.epa.ie/EPAMaps/AAGeoTool

	<p>existing toe drain. To maintain its current operation, the toe drain shall be piped under the proposed Park and Share carpark, and continue to outfall to the open field drain at the same location. Both the existing toe drain and open field drain will, therefore, be maintained as per the current operation.</p> <p>Approximately 20,000m³ of imported fill shall be required to achieve design levels within the car park. This imported fill will include inert material that is not hazardous to the surrounding environment.</p> <p>Furthermore, owing to the pavement material being used within the car park, which is porous, stormwater will discharge locally within the site (as opposed to being captured in a reticulated system and discharged elsewhere).</p> <p>Therefore, the characteristics associated with the existing site (parking, drainage, earthworks, air quality, use and function) are unlikely to significantly change, or at least unlikely to change to the extent that would impact a Natura 2000 site approximately 3.7km away.</p>	
Resource Requirements	As noted above, the proposed scheme shall require approximately 20,000m ³ of imported fill to achieve design levels within the car park. This imported fill will include inert material that will not be hazardous to the surrounding environment.	No
Emissions and waste	<p>Operations: Emissions before and after the scheme are not expected to increase significantly. The proposed site is located beside the R215 and the M1, and intends to remove existing parking from the R215 (and other roads) into a dedicated Park and Share car park.</p> <p>Furthermore, the proposed scheme aims to reduce car journeys through the provision of a Park and Share facility. Increased use of the Park and Share facility should offer a net benefit in terms of emissions.</p> <p>Stormwater runoff will be discharged locally in line with Sustainable Drainage Systems principles. Therefore, stormwater currently falling on the agricultural land will continue to do so under the current proposal.</p> <p>A total of 4,000m³ of unsuitable soil will be removed from the site, and disposed of at a certified landfill site.</p> <p>There are no other forms of waste anticipated.</p> <p>Operations are not expected to impact upon Natura 2000 sites, the nearest one being 3.7km away.</p> <p>Construction and Decommissioning: Existing emissions can be expected to increase during the construction period, as well as the decommission phase should the pilot scheme be demobilised in the future, due to the use of construction plant. However, these are expected to be negligible, as the construction programme/duration is not expected to be longer than 4 months. Waste materials associated with construction/decommissioning shall be removed from site and disposed of in certified landfill sites, or re-used/recycled where possible.</p> <p>Construction and decommission is not expected to impact upon Natura 2000 sites, the nearest one being 3.7km away.</p>	No
Transportation Requirements	Transportation requirements, either through operation, construction or decommissioning can be achieved using the existing road	No

	network, which includes direct access to the R215, and nearby access to the M1 Junction 16.	
Duration of construction, operation, decommissioning	<ul style="list-style-type: none"> Construction is not expected to take any longer than 4 months. Operation shall be continuous. Decommissioning periods are unknown, but unlikely to be greater than 2months (if required). 	No
Plan Implementation Period	At the time of writing this report, the project did not yet have an implementation date, as planning processes were ongoing. However, it is likely that the scheme, if advanced beyond planning, shall be constructed in 2020 or 2021.	No
Distance from Natura 2000 Site	<ol style="list-style-type: none"> Stabannan-Braganstown SPA - 8.8km Dundalk Bay SAC - 3.7km Dundalk Bay SPA - 3.7km Carlingford Mountain SAC - 10.7km 	No
Cumulative impacts with other projects or plans?	See section 3.1 below.	No

TABLE 2 SUMMARY OF PROJECT FEATURES AND IMPACT ON NATURA 2000 SITES

Given the rather localised nature of the proposed scheme, namely a car park constructed using a porous pavement, the proposed drainage solution which permits stormwater run-off to be discharged at source, and the limited change of function in the local area, it is unlikely that this scheme will impact Natura 2000 sites, which are located at least 3.7km from the project site.

3.1 Assessment of Potential Cumulative Effects

Cumulative impacts or effects are changes in the environment that result from numerous human-induced, small-scale alterations. As noted in the Department’s Guidance document for Planning Authorities, Appropriate Assessment must take account of cumulative effects, as these effects often only occur over time, plans or projects that are completed, approved but uncompleted, or proposed (but not yet approved).

The proposed Park and Share development is unlikely to have any impact on Natura 2000 sites, as determined in the previous section. However, the previous section did not consider the cumulative effect that the Park and Share proposal may have on Natura 2000 sites when combined with other projects that have been approved for construction, or have recently been constructed.

At the time of writing this report, there were no neighbouring construction projects in development, or recently completed, as confirmed by site visits to the project site. To understand future projects being considered by the Local Authority, a review of planning applications was undertaken in the Gibstown area. The results of this investigation are indicated in Table 3, and outline planning applications within Gibstown (i.e. Park and Share local area) within the past three years.

File Number	Application Status	Decision Date	Decision Code	Received Date	Development Address	Development Description
16709	Withdrawn	-	-	-	Gibstown Ardee Road Dundalk Co Louth	Extension and Alterations to Existing Dwelling.
17239	Application Finalised	23/07/17	Conditional	03/04/17	Gibstown Ardee Road Dundalk Co Louth	Retention permission for development to consist of the retention and completion of a two-storey property.

17889	Application Finalised	20/03/18	Conditional	04/12/17	Gibstown Ardee Road Dundalk Co Louth	Permission for development will consist of a dwelling house, domestic garage, wastewater treatment.
1913	Withdrawn	-	-	-	Gibstown Dundalk Co Louth	Permission for construction of a new dwelling house, new wastewater treatment system and percolation.

TABLE 3 RECENT PLANNING APPLICATIONS IN GIBSTOWN IN THE PAST THREE YEARS

As outlined in the above table, two of the four applications have been withdrawn, so are not relevant to this assessment. Of the two applications that have been approved conditionally, both relate to residential dwellings near the proposed Park and Share site. Planning reference 17239 is approximately 125m from the subject site, and Planning reference 17889 is approximately 450m from the subject site. These are outlined below.

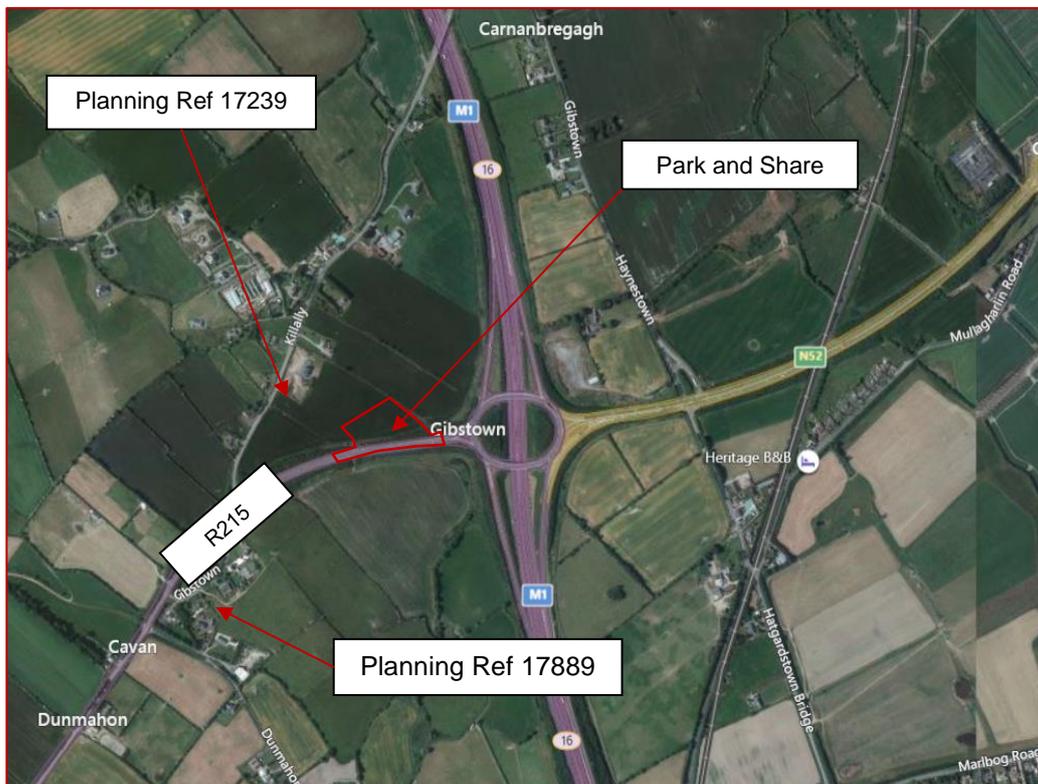


FIGURE 6 LOCATION PLAN SHOWING RECENT PLANNING APPLICATIONS

The proposed developments near the Park and Share subject site include:

- **Planning Reference 17239:** Retention permission for development to consist of the retention and completion of a two-storey type dwelling house which has commenced on site, a domestic garage and wastewater treatment system granted under planning permission reference no. 09/827 to include all associated site development works.
- **Planning Reference 17889:** Permission for development will consist of a dwelling house, domestic garage, wastewater treatment system and associated site development works.

Given the localised and small-scale nature of the above residential developments, and the requirement to treat wastewater on site, it is unlikely that these development will have any impact on the Natura 2000 sites. Importantly, it is also unlikely that these development, in combination with the Park and Share site, will have any cumulative effect on Natura 2000 sites.

The Louth County Development Plan in complying with the requirements of the Habitats Directive requires that all Projects and Plans that could affect the Natura 2000 sites in the same zone of impact of the Project site would be initially screened for Appropriate Assessment and if requiring Stage 2 AA, that mitigation measures would be put in place to avoid, reduce or improve negative impacts. In this way any cumulative effects associated with future Plans or Projects near or at the Park and Share subject site would be mitigated.

Any new applications for the Project area will be assessed on a case by case basis by Louth County Council, which will determine the requirement for AA Screening as per the requirements of Article 6(3) of the Habitats Directive.

4 Screening Statement

This Stage 1 Appropriate Assessment has investigated the proposed development and its potential effects on Natura 2000 sites within a 15km radius. Having identified four separate Natura 2000 sites within the 15km zone of impact, the Appropriate Assessment has determined that the Park and Share development site is unlikely to have a negative impact on Natura 2000 sites. Furthermore, having assessed nearby developments currently under consideration by Louth County Council, it has also been determined that cumulative effects, as generated by the Park and Share Scheme and two residential planning applications, are also unlikely to impact Natura 2000 sites.

Following objective analysis of the proposed Park and Share Pilot Scheme, this Appropriate Assessment (Stage 1) concludes the following:

1. There is a total of four Natura 2000 Sites within the 15km zone of impact, all of which have been assessed against the proposed Park and Share Pilot Scheme site location and operations. These include:
 - Stabannan-Braganstown SPA
 - Dundalk Bay SAC
 - Dundalk Bay SPA
 - Carlingford Mountain SAC
2. The nearest Natura 2000 site is approximately 3.7km from the subject site (Dundalk Bay SAC & SPA).
3. The proposed Park and Share project is not directly connected, or adjacent, to any Natura 2000 sites.
4. It is possible to conclude that there would be no significant effects, no potentially significant effects and no uncertain effects if the Project were to proceed.

It is therefore the determination of this report that it is not necessary to undertake any further stage of the Appropriate Assessment process.

In keeping with good practice, and in accordance with the methodological guidance on the provisions of Article 6(3) and (4) of the Habitats Directive 92/43/EEC, '**A finding of no significant effects report**' can be found in Appendix A of this document.

APPENDIX A

- FINDING OF NO SIGNIFICANT EFFECTS REPORT -

FINDING OF NO SIGNIFICANT EFFECTS REPORT

Name of Project or plan:

Park and Share Pilot Scheme – M1 Junction 16



Description of the project or plan:

The proposed Park and Share project is being developed as a Pilot scheme to support commuters who currently use the R215 (and other roads at M1 motorway junctions) as an informal parking area. The proposed scheme therefore includes a new car parking facility off the R215 that will support this commuting behaviour, but improve safety and security for commuters and other traffic using the R215 (and other roads) by removing unnecessary hazards from the roadside. The proposed site will occupy a space approximately 175m long and 100m wide.

Proposals include the following key elements:

1. A new off-road car park to facilitate Park and Share commuters wishing to car-share for a section of their journey.
2. A right turn lane on the R215 for westbound drivers wishing to access the new Park and Share facility. This can be accommodated within the existing R215 carriageway footprint.
3. Earthworks that include approximately 20,000m³ of imported fill to the site, and the disposal of 4,000m³ of unsuitable material to a certified landfill.
4. Public lighting improvements on the R215 within the proximity of the right turn lane and Park and Share access. New lighting on the R215 shall supplement existing lighting at Junction 16 of the M1.
5. A turning head to support improved access to the car parking area, and for quick entry and exit for users picking up or dropping off other users.
6. The existing culverted toe drain shall be extended in order to maximise the car parking area and to avoid having an open channel that vehicles or pedestrians could fall into when using the Park and Share site.
7. A pick-up/drop off area near the access for collection/drop off.
8. A height restriction barrier to control the type of vehicle using the facility.
9. A porous pavement surface within the car park, which will promote SuDS principles, where stormwater runoff is discharged at source.

Is the project or plan directly connected with or necessary to the management of the site?

No

Are there other projects or plans that together with the project or plan being assessed could affect the site?

No

At the time of writing this report, there were no neighbouring construction projects in development, or recently completed, as confirmed by site visits to the project site.

Recent (< 3 years) planning applications within Gibstown (i.e. Park and Share local area) were investigated. The following table outlines the findings of this investigation.

File Number	Application Status	Decision Date	Decision Code	Received Date	Development Address	Development Description
16709	Withdrawn	-	-	-	Gibstown Ardee Road Dundalk Co Louth	Extension and Alterations to Existing Dwelling.
17239	Application Finalised	23/07/17	Conditional	03/04/17	Gibstown Ardee Road Dundalk Co Louth	Retention permission for development to consist of the retention and completion of a two-storey property.
17889	Application Finalised	20/03/18	Conditional	04/12/17	Gibstown Ardee Road Dundalk Co Louth	Permission for development will consist of a dwelling house, domestic garage, wastewater treatment.
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TABLE 4 RECENT PLANNING APPLICATIONS IN GIBSTOWN IN THE PAST THREE YEARS

As outlined in the above table, two of the four applications have been withdrawn, so are not relevant to this assessment. Of the two applications that have been approved conditionally, both relate to residential dwellings near the proposed Park and Share site.

Planning reference 17239 is approximately 125m from the subject site, where as Planning reference 17889 is approximately 450m from the subject site (see Figure on the following page). These include:

- Planning Reference 17239:** Retention permission for development to consist of the retention and completion of a two-storey type dwelling house which has commenced on site, a domestic garage and wastewater treatment system granted under planning permission reference no. 09/827 to include all associated site development works.

- **Planning Reference 17889:** Permission for development will consist of a dwelling house, domestic garage, wastewater treatment system and associated site development works.

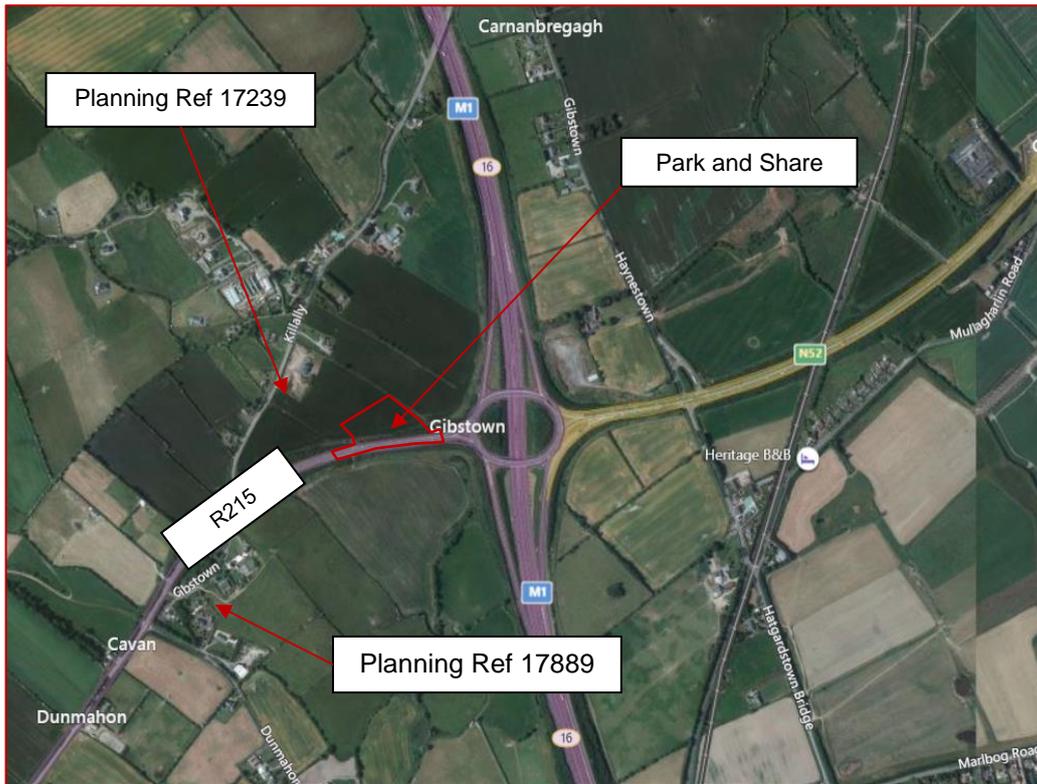


FIGURE 7 LOCATION PLAN SHOWING RECENT PLANNING APPLICATIONS

Given the localised and small-scale nature of the above residential developments, and the requirement to treat wastewater on site, it is unlikely that these development will have any impact on the Natura 2000 sites. Importantly, it is also unlikely that these development, in combination with the Park and Share site, will have any cumulative effect on Natura 2000 sites.

The assessment of significance of effects

Describe how the project or plan (alone or in combination) is likely to affect the Natura 200 site.

The proposed site, alone or in combination with the two residential developments discussed above, does not impact upon any Natura 2000 site. The nearest Natura 2000 site is approximately 3.7km.

Explain why these effects are not considered significant.

The proposed scheme is localised, and will be contained within a greenfield site measuring 180mx100m. The site is approximately 3.7km from the nearest Natura 2000 Site, and the operation of the proposed car park is not considered to generate any negative effects that could directly or indirectly influence or impact a Natura Site. The proposed Park and Share car park will effectively relocate existing parking on the R215 (and other roads at M1 motorway junctions) from the hard shoulder to the off-road parking facility.

An existing toe drain runs along the R215's northern edge and connects with an open field drain located to the east of the proposed site. The proposed scheme will not encroach into the open field drain to the east of the site, which will remain in its current location and condition. However, the scheme's footprint shall conflict with the existing toe drain. The toe drain shall be extended in order to maximise the car parking area and to avoid having an open channel that vehicles or pedestrians could fall into when using the Park & Share carpark. The extended culvert shall therefore pass under the proposed Park & Share carpark and continue to outfall to the open field drain at the same location.

As both the existing toe drain and open field drain will be maintained as per the current operation, there is little opportunity for the proposed development to directly or indirectly affect any Natura 2000 site. Furthermore, owing to the pavement material being used within the car park, which is porous, stormwater will discharge locally within the site. Therefore, the characteristics associated with the existing site (parking, drainage, air quality, use and function) are unlikely to change, or at least unlikely to change to the extent that would impact a Natura 2000 site approximately 3.7km away.

List of agencies consulted

The requirement for Appropriate Assessment Screening was determined by Louth County Council.

Response to consultation

N/A

Data collected to carry out the assessment

Who carried out the assessment?

PMCE Ltd completed the Appropriate Assessment

Sources of Data

1. Design drawing P19-008-PSW1-P-DG-HAC-002 (Rev 3.1) - Park and Share Pilot Scheme M1 Junction 16, drawing title 'Part 8 Planning General Layout'.
2. The National Parks and Wildlife Service (NPWS) website: www.npws.ie
3. Appropriate Assessment Mapping Tool at www.gis.epa.ie/EPAMaps/AAGeoTool
4. A Site Visit to the proposed development site, undertaken in February 2019.

Levels of assessment completed

Desktop assessment

Where can the full results of the assessment be accessed and viewed?

Louth County Council Planning Section

Overall Conclusions

This Stage 1 Appropriate Assessment has investigated the proposed development and its potential effects on Natura 2000 sites within a 15km radius. Having identified four separate Natura Sites within the 15km zone of impact, the Appropriate Assessment has determined that the Park and Share development site is unlikely to have a negative impact on Natura 2000 sites. Furthermore, having assessed nearby developments currently under consideration by Louth County Council, it has also been determined that cumulative effects, as generated by the Park and Share Scheme and two residential planning applications, are also unlikely to impact Natura 2000 sites.

Following objective analysis of the proposed Park and Share Pilot Scheme, this Appropriate Assessment (Stage 1) concludes the following:

5. There is a total of four Natura 2000 Sites within the 15km zone of impact, all of which have been assessed against the proposed Park and Share Pilot Scheme site location and operations. These include:
 - o Stabannan-Braganstown SPA
 - o Dundalk Bay SAC
 - o Dundalk Bay SPA
 - o Carlingford Mountain SAC
6. The nearest Natura 2000 Site is approximately 3.7km from the subject site (Dundalk Bay SAC & SPA).
7. The proposed Park and Share project is not directly connected, or adjacent, to any Natura 2000 sites.
8. It is possible to conclude that there would be no significant effects, no potentially significant effects and no uncertain effects if the Project were to proceed.

It is therefore the determination of this report that it is not necessary to undertake any further stage of the Appropriate Assessment process.