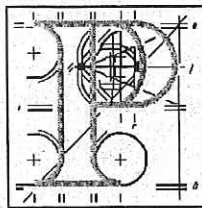


# An Bord Pleanála



**ROADS ACTS 1993 to 2007**

**PLANNING AND DEVELOPMENT ACTS 2000 to 2014**

**Sligo County Council**

**An Bord Pleanála Reference Number: 21.HA0044**

**APPLICATION** by Sligo County Council for approval under section 51 of the Roads Act, 1993, as amended, in accordance with documentation, including an environmental impact statement and a Natura impact statement, lodged with An Bord Pleanála on the 18<sup>th</sup> day of December, 2013.

**PROPOSED ROAD DEVELOPMENT:** N4 National Road realignment which includes:

- Online improvement works through the townlands of Rathrippin, Collooney, Toberbride, Mullaghnabreena (ED Collooney), Ardcurley, Cloonamahan and Doorly, and
- Offline greenfield realignment through the townlands of Doorly, Knocknagroagh, Drumfin, Cloonlurg, Carrowkeel (ED Riverstown), Carrownagark, Kingsbrook, Aghalenane, Ardloy, Springfield, Tawnagh, Cloonymeenaghan, Sheerevagh, Cloongad, Drumderry, Annaghcor, Castlebaldwin, Cloghoge Upper and Cloghoge Lower.

The proposed road development occurs wholly within County Sligo and comprises inter-alia:

- 2.58 kilometres of widening and improvement of the existing single carriageway to a Type 2 Dual Carriageway between the townlands of Collooney/Toberbride and Doorly;
- 12.13 kilometres of offline realignment from Doorly to Cloghoge Lower (11.23 kilometres between Doorly and Castlebaldwin is proposed to be

Type 2 Dual Carriageway and the remaining tie-in section is proposed to be Type 1 Single Carriageway);

- New side roads (including, in some cases, parallel links) and upgrading of existing roads;
- One number at-grade roundabout junction on the mainline;
- One number compact grade separated junction on the mainline;
- Three number at-grade roundabout junctions on side-roads;
- Four number road overbridges;
- Six number road underbridges;
- Two number river bridges;
- Culverts and associated diversions of existing minor watercourses and drainage ditches;
- All the necessary drainage works associated with the proposed road development;
- The diversion of services and utilities;
- Earthworks operations including the management of spoil generated by the proposed road development;
- Environmental mitigation works;
- Services and accommodation tracks, and
- The other consequential construction works necessary in order to complete the project.

## **DECISION**

**APPROVE** the above proposed road development in accordance with the said documentation based on the reasons and considerations under and subject to the conditions set out below.

## **REASONS AND CONSIDERATIONS**

In coming to its decision, the Board had regard to the following:

- (a) the provisions of the European Communities (Environmental Impact Assessment) Regulations 1989-1999, as amended, and the European Communities (Birds and Natural Habitats) Regulations 2011;
- (b) the provisions of the National Spatial Strategy for Ireland 2002-2020, and Implementing the National Spatial Strategy: 2010 Update and Outlook, which seek to achieve good quality transportation and communication links to the gateway city of Sligo;

- (c) the policies of the Government as set out in the document Smarter Travel – A Sustainable Transport Future 2009-2020;
- (d) the provisions of the Regional Planning Guidelines for the Border Region 2010-2022, including Roads Policy INFP2 which seeks to facilitate the improvement of the substandard section of the N4 strategic radial corridor between Castlebaldwin and Collooney;
- (e) the policies and objectives of the Sligo County Development Plan 2011-2017, including objective O-R-1 which seeks to bring national roads up to appropriate standards, including the N4 Collooney to Castlebaldwin realignment and upgrading;
- (f) the interests of traffic safety and the seriously substandard condition of the existing road network in relation to alignment, width and cross section, and the resultant improvement arising from the proposed road development;
- (g) the extensive route selection undertaken by the road authority and the adjustments incorporated into the proposed road development constituting a design response that is proportionate to the identified need, and which minimise the environmental impact of the development;
- (h) the submissions on file, including the environmental impact statement, Natura impact statement and associated documentation, and the submissions made in connection with the application at the oral hearing, and the range of mitigation measures set out in the documentation received, and
- (i) the report of the planning inspector.

Having regard to the nature, scale and design of the proposed road development, the environmental impact statement submitted with the application, the submissions on file and received at the oral hearing, and the Inspector's assessment of environmental impacts, which is noted and generally adopted, the Board completed an environmental impact assessment and concluded that the proposed road development would not be likely to have significant adverse effects on the environment.

Having regard to the nature, scale and design of the proposed road development, the Natura impact statement and the environmental impact statement submitted with the application, the submissions on file and received at the oral hearing, and the Inspector's assessment, which is noted, the Board completed an appropriate assessment of the proposed road development. It was considered that the Natura impact statement submitted by the applicant was an authoritative report that clearly identifies the potential impacts of the proposed road development on the relevant European sites, including Unshin

River candidate Special Area of Conservation (site code 001898), the Lough Arrow candidate Special Area of Conservation (site code 001673) and the Lough Arrow Special Protection Area (site code 004050) and on their conservation status. Due consideration is given in the Natura impact statement to the qualifying interests of the European sites and how the proposed road development might interact with these. The scope and methodology of the Natura impact statement was considered acceptable. The Board did not consider any further surveys were necessary or that the Natura impact statement was deficient. The Board concluded that the proposed road development, in itself or in combination with other plans or projects, would not adversely affect the integrity of the European sites in view of the conservation objectives of those sites.

It is considered that, subject to compliance with the conditions set out below, the proposed road development would not have significant negative effects on the community in the vicinity, would not give rise to a risk of pollution, would not have a detrimental impact on archaeological and architectural heritage, would not give rise to detrimental visual or landscape impacts, and would not seriously injure the amenities of the area or of property in the vicinity. It is considered that the proposed road development, which would constitute an improvement in terms of road safety and convenience, would be in the interest of the common good and would, therefore, be in accordance with the proper planning and sustainable development of the area.

### CONDITIONS

1. The proposed development shall be carried out in accordance with the plans, drawings and documentation submitted with the application, as amended by the information submitted to An Bord Pleanála at the oral hearing the 28<sup>th</sup>, 29<sup>th</sup> and 30<sup>th</sup> days of April 2014, including the environmental impact statement and the Natura impact statement and supporting documentation, except as may be otherwise required in order to comply with the conditions set out below.

**Reason:** In the interest of clarity.



2. All mitigation measures and commitments set out in the environmental impact statement, the Natura impact statement, and the amended "Schedule of Commitments" submitted by the road authority to the oral hearing on the 30<sup>th</sup> day of April, 2014 shall be implemented as part of the proposed road development.

**Reason:** In the interest of clarity and to mitigate the environmental effects of the proposed road development and to protect the amenities of the area and of property in the vicinity.



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**Member of An Bord Pleanála  
duly authorised to authenticate  
the seal of the Board.**

Dated this 22<sup>nd</sup> day of JULY 2014.

