

Record of Determination

Annex II relevant projects

Name of project:	Location: (National (Irish) Grid Reference):
A29 Cookstown Bypass	Between the A29 Dungannon Road roundabout and A29 Moneymore Road; between A29 Dungannon Road roundabout and A505 Omagh Road via the Sandholes Road (Northern point of the bypass: 281976, 379551 Southern point of the bypass: 281332, 376302 Northern point of Sandholes Link Road: 280387, 376812 Southern point of Sandholes Link Road: 280329, 376162)

Qualifying criteria for Annex II relevant project:

Improvement element of project is >1ha	Yes	Project is located within or partially within 'sensitive' area	No	Other with potential for significant effect (e.g. adjacent to sensitive site)	Yes
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A. Description of project:

The Proposed Scheme aims to provide improvements to journey time and reliability for road users travelling within and through Cookstown, to improve road safety, relieve traffic congestion, enhance connectivity and unlock the economic potential of the region.

The Proposed Scheme extends from the A29 Dungannon Road roundabout (also referred to as Loughry Roundabout) south of Cookstown to a proposed new roundabout on the A29 Moneymore Road to the north, in the vicinity of the change between single and dual carriageway.

The Proposed Scheme also includes improving the connection between the A29 Dungannon Road roundabout and A505 Omagh Road via the Sandholes Road.

The Proposed Scheme consists of three elements, including Sandholes Link Road, the bypass and side roads. The Sandholes Link Road is designed as a single urban carriageway (SU2). The bypass is designed as a wide single (WS2) rural all-purpose carriageway with hard strips and verges on both sides. Where geometry permits, overtaking opportunities in the form of WS2+1 arrangements shall be provided. The mainline design speed has been set as 100kph. The Proposed Scheme also includes works on side roads. These are Castle Road, Killymoon Road, Cloghog Road, Clare Lane, B73 Coagh Road, Old Coagh Road and A29 Moneymore Road. The Proposed Scheme incorporates Active Travel facilities where appropriate.

B. Description of local environment, including statutory and non-statutory designations:

Cookstown is located approximately 40km west of Belfast in County Tyrone. The existing A29 runs north to south through the centre of Cookstown, connecting Coleraine on the north coast to Cookstown, Dungannon and onwards to Armagh City. Cookstown plays an important role as an economic and employment centre, with retail and commercial interests predominantly focused along the A29 corridor. Settlement is concentrated around the A29 corridor in the town, with the spread of the built-up area greater to the west of the A29, however there are many farmsteads

and individual dwellings scattered throughout the surrounding countryside. There are several ancient woodlands, monuments around Cookstown with a complex network of watercourses associated with the Ballinderry River and its tributaries, which is particularly dense to the west of the town.

Numerous community, recreational and commercial facilities are located within the centre of Cookstown which are accessed via the existing road network, including the A29 Moneymore Road, A29 Church Street, A505, Old Coagh Road, Molesworth Street and Clare Lane. The different uses of the network conflict in the town centre where shopping, personal business and employment trips wishing to access the centre demand the same roadspace that is required for strategic or through traffic. This conflict is further compounded by the needs of the network to accommodate the demands of other road users, notably pedestrians, cyclists and public transport. Extensive queuing occurred at signalised intersections and especially at the junction of the A29 Dungannon Road with Sweep Road and Castle Road during PM peak period.

Air Quality

There are no Air Quality Management Area within the Cookstown area. The annual mean NO₂ concentrations between 2015 and 2018 in Cookstown for four passive monitoring sites or the 2019 annual mean NO₂ concentrations from 20 Proposed Scheme specific monitoring sites did not exceed the health-based air quality objective of 40 µg/m³. Background pollutant concentrations are observed to be below the respective annual mean Air Quality Objectives for NO₂, PM₁₀ and PM_{2.5}. The UK's Pollution Climate Mapping (PCM) model, used to assess compliance with *The Air Quality Standards Regulations (Northern Ireland) 2010* as amended, also anticipates Cookstown to be in compliance with the respective health-based pollutant standards by the operational year of 2025. A critical load range for nitrogen deposition has not been assigned within the Air Pollution Information System (APIS) for the Upper Ballinderry River Area of Special Scientific Interest (ASSI) / Special Area for Conservation (SAC), however this feature is identified as being sensitive to nitrogen deposition.

In the 2019 modelled baseline scenario, annual mean NO₂ concentrations are below the health-based air quality objective at all modelled receptors with the exception of 12 Church Street. The annual mean PM₁₀ and PM_{2.5} concentrations are below the respective health-based objectives at all modelled receptors.

Cultural Heritage

There are a number of heritage assets within the study area of the Proposed Scheme. These include three Scheduled Monuments, 56 Listed Buildings (two Grade A, six Grade B+, 21 Grade B1, and 27 Grade B2), two Historic Parks, Gardens and Demesnes, an Area of Archaeological Potential (AAP), and an Area of Significant Archaeological Interest (ASAI). In addition to these assets, there are a further 178 heritage assets identified within the study area. There are approximately eight sites within the study area of the Proposed Scheme encountered archaeological remains.

Landscape and Visual

There are no national landscape designations within the study area. Killymoon Castle Historic Park is a local landscape through the Ballinderry River valley and lying within the south-eastern extent of the study area. There are two Local Landscape Policy Areas (LLPA's) designated within the Cookstown Area Plan 2010. Ancient woodland has been identified within the study area. There is one area TPO adjacent to the Sandholes Link Road northern roundabout connection.

The landscape of the study area can be broadly defined as contrasting between the fragmented urban eastern edge of Cookstown to the west and the rolling Cookstown farmland to the east.

Visual amenity within the study area is predominantly experienced from residential properties and local roads with limited opportunities to experience views of the surrounding landscape from local footpaths.

Biodiversity

There are no Special Areas of Conservation (SACs) designated for bats in Northern Ireland and hence none within the relevant 30 km study area. A total of 11 statutory designated sites of international nature conservation importance are located within 20 km of the Proposed Scheme, seven of which are SACs, one is a Special Protection Area (SPA)¹, and three are Wetlands of International Importance (Ramsar Sites). There are 24 statutory national designated sites within 20 km of the Proposed Scheme, of which 21 are Areas of Special Scientific Interest (ASSIs), two are Nature Reserves (NRs) and one is a National Nature Reserve (NNR). There are ten non-statutory designated sites of nature conservation importance are located within 5 km of the Proposed Scheme, of which two are located in close proximity to, or connected/potentially connected with the Proposed Scheme.

The Proposed Scheme extends through a predominantly agricultural landscape over level ground. Fields typically comprise improved grassland lined by trees and/or hedgerows, of which the latter includes occasional species-rich sections (both intact and defunct) which are recognised as a Northern Ireland Priority Habitat. The Ballinderry River with Moderate to Good classification is the most substantial watercourse within the Proposed Scheme and flows eastwards through both the Sandholes Link Road and the southern half of the Proposed Scheme. Habitats of increased conservation importance identified include semi-natural broadleaved woodland in the southern half of the Proposed Scheme associated with Ballinderry River.

Otters, badger, bats, protected and notable birds, Irish hare, hedgehog, Atlantic salmon, freshwater pearl mussel, white-clawed crayfish and invasive non-native species have been identified or potentially located within the study area.

Geology

The study area consists of Rossmore Mudstone Formation, Derryloran Formation, Rockdale Formation and Sherwood Sandstone Group. Glacial Till is the primary superficial deposit in the study area. Various natural ground has been encountered within the study area. Made Ground was encountered in isolated areas across the study area. The majority of the study area is covered with Cambisols. There is a small area in the south west corner of the study area that is covered with Stagnosols. The Cookstown urban area is classified as urban soils.

The Sandholes Link Road is wholly within the area of urban soils associated with Cookstown. Within the study area there are areas of Grade 2, Grade 3B and Grade 4 agricultural soils beyond the extent of the urban area. Agricultural Land Classification outside of the Cookstown urban area is mainly classified as Grade 2 (very good quality agricultural land); land with minor limitations which affect crop yield, cultivations or harvesting.

A review of the Geological Survey of Northern Ireland (GSNI) Geo Index shows no record of mining activities within the study area. The topography within the study area is generally undulating with

¹ Sites formerly classified as European designated (Natura 2000) sites of nature conservation importance (SACs and SPAs) are now collectively referred to as 'National Network Sites' under the Conservation (Natural Habitats, etc.) (Amendment) (Northern Ireland) (EU Exit) Regulations 2019 following the UK's departure from the European Union. Individually they are still called SACs and SPAs.

drumlins rising to approximately 20 m above the surrounding ground level. The main surface watercourse in the study area is Ballinderry River.

The Northern Ireland Environment Agency (NIEA) designates the hydrogeology as Sherwood Sandstone Formation, Rockdale Limestone and Derryloran Formations and Rossmore Mudstone Formation. The study area also has limited to high potential productivity with fracture/intergranular flow. There are no geologically designated sites within the study area. There is no identification of any areas where widespread contamination appeared to be present.

Material Assets and Waste

The current land use is predominantly agricultural land which requires the minimal consumption of construction materials. Stocks / production / sales of main construction materials are buoyant in Northern Ireland and across the UK. Mid Ulster has sufficient resource to supply the estimated industry requirement of 18.4 million tonne (Mt) of sand and gravel from the current remaining reserves of 43Mt. Remaining reserves of hard rock within Mid Ulster are, however, at risk with an estimated reserve of 4.75Mt remaining against an industry forecast requirement of 8.3Mt. The current generation of site arisings is deemed minimal. There are infrastructure and capacity for the transfer and recovery of construction, demolition and excavation (CDE) wastes in Northern Ireland to potentially re-use / recycle site arisings. The current waste generation is deemed minimal. By the nature of landfill activities for all types of wastes, landfill capacity is likely to become an increasingly sensitive receptor over the life of the Proposed Scheme to the first full year of operation.

Noise and Vibration

There is a total of 454 properties subject to baseline noise levels over the Significant Observed Adverse Effect Level (SOAEL). The dominant background noise source at the majority of the locations (dwellings on Golf View, Festival Park, Old Coagh Road and The Dales) is moving road traffic on the A29 and other local roads. Secondary noise sources include general domestic activities and birdsong; distant industrial plant noise was also noted at one of the receptor locations.

Population and Health

The principal land uses associated with the study area are residential and agriculture. Leisure and recreation space are present, including Killymoon Golf Course and playparks and playing fields. Industry and commerce are also present, with a concentration around the Sandholes Link Road section of the Proposed Scheme. Residential property and associated land are present throughout the study area, particularly around the eastern fringes of Cookstown. Agricultural land is the dominant land use to the east of the Proposed Scheme and consists mainly of Agricultural Land Classification (ALC) Grade 2 (considered to be "very good quality" best and most versatile land (BMV)), with Green Belt land also located to the east of Cookstown. As the scheme extents are predominantly located in rural areas, pedestrian facilities are not widespread. There are six roads to the east of Cookstown town centre, plus Sandholes Road, with footway facilities in the vicinity of the proposed bypass. There is one National Cycle Route (95), which is an on-road cycle route using Clare Lane / Cloghog Road. There is also a shared-use off-road cycle route.

The Proposed Scheme is located in an area that experiences inequalities in health outcomes, though the population's health is similar to the national average and has areas of deprivation.

Climate

The average greenhouse gas emissions for traffic in the strategic and local road network between 2025 and 2084 is 83,928 tCO₂e per year.

The Proposed Scheme is located in the Met Office regional climate profile region of Northern Ireland which is characterised to experience relatively mild winters and cool summers. However, the indented shape of the coastline and the presence of high ground introduce localised differences in temperature, cloud and precipitation.

Road Drainage and the Water Environment

Annual average rainfall across Northern Ireland varies from approximately 2,000 mm around Killeter Forest (west of Tyrone) to 800 mm south and east of Lough Neagh. Northern Ireland is predicted to have a greater chance of warmer drier summers and wetter winters.

The Upper Ballinderry River SAC and ASSI are located within the study area. The study area is located across three Water Framework Directive (WFD) water body catchments of the Neagh Bann River Basin District with moderate overall status, moderate or good biological status and chemical status. There are also a number of non-classified watercourses within the study area.

The study area also falls within groundwater water bodies 'Cookstown' and 'Moneymore'. Both groundwater water bodies are designated as having 'Poor' chemical and 'Good' quantitative status with an Overall 'Poor' Status. Groundwater levels relating to the 2008 and 2011 GI were shallow (within 1 metre below ground level (mbgl) and 4 mbgl), relative to the ground surface along the Proposed Scheme. Additional GI data will include groundwater level monitoring for the duration of the GI and will further inform on groundwater levels along the proposed scheme. There are no data available on the potential risk of groundwater flooding however, based on the recorded depth to groundwater level from the historical GI (within 1mbgl and 4mbgl) and underlying geological conditions, risks from groundwater flooding cannot be excluded for the Proposed Scheme at this stage. Assessment of the risks from groundwater flooding along the proposed scheme will be assessed as the project develops and where data becomes available.

The Proposed Scheme crosses a number of river floodplains including the Ballinderry River and Fairyburn plus a number of smaller undesignated watercourses. The Northern Ireland Flood Maps show flooding from the Ballinderry River and Fairyburn in the vicinity of the Proposed Scheme for the present day 1% Annual Exceedance Probability (AEP) Event and the 1% AEP event plus 20% climate change allowance. The Proposed Scheme will be assessed against the 1% AEP event plus 35% climate change allowance and any building on the floodplain as part of the Proposed Scheme will be provided for. Small areas of flooding are shown for the undesignated watercourses that the Proposed Scheme crosses and the flood risk associated with these will be investigated further to understand the need for any mitigation.

Seven public groundwater abstractions are identified within the study area and assumed to be targeting the high productivity Sherwood Sandstone Formation. No data on private groundwater abstractions have been provided and an assessment of the risk to private groundwater abstractions (groundwater level, flow and quality) has not been undertaken.

A small number of National Vegetation Classification (NVC) communities are considered to have typically low ecological value but potentially groundwater dependent. NVC surveys were carried out in 2019.

Major Road Accident

The design is expected to show overall improvements in road safety relative to the do-nothing scenario through a reduction in the overall number of severe road accidents within the network. It will therefore not increase the vulnerability of the Proposed Scheme to severe road accidents, and

the Proposed Scheme is not expected to have any effect that will increase the likelihood of a road accidents. Therefore, this aspect has been scoped out.

C. Summary of main environmental effects of the projects:

Air Quality

The Proposed Scheme is considered to have a large construction risk potential. Approximately 150 identified sensitive receptors within 100 m are considered to experience a high level of dust risk potential, whilst approximately 200 receptors situated between 100 m to 200 m are considered to experience a low level of dust risk potential during construction.

Approximately 85.2% of the considered receptor locations are predicted to experience an improvement in annual mean NO₂ concentrations during operation, with 10.3% predicted to experience a deterioration. With regard to annual mean PM₁₀, approximately 72.7% of receptors are predicted to experience an improvement and 9.0% are predicted to experience a deterioration. Similarly, 61.3% of receptors are predicted to experience an improvement and 5.6% are predicted to experience a deterioration with respect to annual mean PM_{2.5} concentrations.

The A29 is predicted to experience an improvement in annual mean NO₂ concentrations, with all 29 of the modelled compliance receptor points predicting an overall reduction during operation.

Overall, all transect receptor location points for ecological assessment, up to 200 m are predicted to experience a decrease in annual mean NO_x concentrations, with two exceedances at 0m and 10m along the modelled transect receptor points in the Do Minimum (DM) scenario. All transect receptor locations for ecological assessment are predicted to experience a reduction of Nitrogen deposition.

Cultural Heritage

The Proposed Scheme has the potential to directly impact on approximately ten assets during construction.

The introduction of the Proposed Scheme has the potential for indirect impacts on the setting of approximately 17 assets during operation, at least one likely to be significant. The Proposed Scheme may have a result in visual and/or noise impacts on approximately six assets during operation, at least two likely to be significant.

Landscape and Visual

The construction of the Proposed Scheme is expected to introduce temporary and permanent adverse residual effects on four Local Landscape Character Areas (LLCAs), (LLCA4; LLCA5; LLCA6; and LLCA7).

There is the potential for significant residual effects, including moderate adverse effects on two landscape receptors and major adverse effects on two landscape receptors during construction. There is the potential for significant residual effects, including moderate adverse effects on two visual receptors, moderate to major adverse effects on 58 visual receptors, and major adverse effects on 14 visual receptors during construction.

There is the potential for significant residual effects, including moderate adverse effects on four landscape receptors during operation. There is the potential for significant residual effects, including moderate adverse effects on one visual receptor, moderate to major adverse effects on 28 visual receptors, and major adverse effects on 10 visual receptors during operation.

Biodiversity

Potential significant adverse impacts during construction include:

- Impacts on Upper Ballinderry River SAC and ASSI could be of large to very large significance.
- Impacts on the wider Ballinderry River could be of large to very large significance.
- Impacts on Ballinderry River could be of large to very large significance.
- Impacts on otters could be of large to very large significance.
- Impacts on freshwater pearl mussels could be of large to very large significance.

Potential significant adverse impacts during operation include:

- Impacts on Upper Ballinderry River SAC and ASSI could be of large to very large significance.
- Impacts on the wider Ballinderry River and associated species could be of large to very large significance.
- Impacts on nationally important woodland habitat are of slight to moderate significance.
- Impacts on otters could be of large to very large significance.
- Impacts on freshwater pearl mussels could be of large to very large significance.
- Impacts on freshwater pearl mussel could be of large to very large significance.

Geology

There is likely to be significant effects including a large adverse and moderate adverse effect on soils as a result of the loss of Grade 2 agricultural land, Grade 3B agricultural land, and Grade 4A agricultural land during construction and operation.

Material Assets and Waste

There are no significant effects identified for material resource. Balancing of cut and fill would be considered during design stage.

Noise and Vibration

An initial assessment of operational noise significance has found that significant adverse effects are predicted at:

- Old Rectory Park;
- Isolated properties around the Loughry Roundabout;
- Dwellings on Castle Road northwards to Golf View;
- Properties on Coolnafranky Park;
- Dwellings on Festival Park;
- Isolated dwellings between Clare Lane and Old Coagh Road; and
- Properties on The Dales (the greatest number of higher magnitude adverse impacts are predicted here for the Red route).

Initial significant beneficial effects are predicted for all the options at the following locations:

- The length of the bypassed A29 through Cookstown town centre from the Loughry Roundabout through to Moneymore Road and Dunmore Crescent (slightly more high magnitude beneficial impacts are predicted here for the Red route);
- Morgans Hill Road between Orritor Road and the A29;

- Westland Road between Orritor Road and the A29 and
- Properties on Tamlaghtmore Road to the north and west of Moneymore Road between the A29 junction with the East Circular Road northwards to the Proposed Scheme tie-in at the A29 dual carriageway (greatest beneficial impacts are predicted here for the Purple B route).

Population and Health

A (worst case) moderate adverse effect to private property is anticipated as a result of the Proposed Scheme during construction, where effects are likely to be significant. The Proposed Scheme would result in a large adverse effect to development land and businesses, to private property, and to community land and assets during construction, where effects are likely to be significant. It is anticipated at this stage that during construction there would be very limited disruption to WCH and the surrounding routes. There is the potential for negative health outcomes during construction.

Public rights of way which are crossed by the Proposed Scheme, or altered by the design, are likely to have a permanent localised reduction in amenity during operation, where potential significance of effect could not be determined at this stage. There is the potential for negative health outcomes on operation of the Proposed Scheme.

Climate

The total construction stage emissions for the Proposed Scheme is anticipated to be 18,263 tCO₂e. There is the potential for moderate and large adverse effects for climate resilience receptors during construction. These potential significant adverse effects are likely to cause by extreme precipitation events, extreme temperature events, gales and high winds, storms, and solar radiation.

The total operational emissions over the Proposed Scheme lifespan is anticipated to be -96,846 tCO₂e. There is the potential for moderate and large adverse effects for climate resilience receptors during operation. These potential significant adverse effects are likely to cause by change in annual average precipitation, drought, extreme precipitation events, change in annual average temperature, extreme temperature events, gales and high winds, storms, and solar radiation.

Road Drainage and the Water Environment

There is the potential for slight/moderate and large adverse impact for surface water during construction, where effects are likely to be significant. The potential impact from construction related pollution is considered to be large where depth to groundwater level are shallow and within 1.0 mbgl and 4.0 mbgl, relative to the ground surface along the Proposed Scheme, where effects are likely to be significant.

There is the potential for moderate adverse impact for route runoff during operation, where effects are likely to be significant.

In-combination and Cumulative Effects

There are potential residual intra-project effects between the environmental topics for all route options.

There is a total of 12 residential and 13 economic related identified committed developments to be taken forwards for consideration in Stage 3, as appropriate.

D. Details of extent of environmental impact assessment work undertaken and summary of any consultation undertaken with the statutory consultation bodies:

The environmental impact assessment process to date has been undertaken, managed and compiled by WSP are shown as follows. These assessments have been prepared in accordance with the Design Manual for Roads and Bridges (DMRB) guidance, which sets out the methodology and level of detail required when assessing the environmental aspects under consideration.

- Stage 1 Scheme Assessment Report (2008) – Constraints Report (completed): Identification of the environmental, engineering, economic and traffic advantages, disadvantages and constraints associated with broadly defined improvement strategies or corridors. This identified a number of potential routes; recommending development of Route Options to the east of Cookstown. The Stage 1 assessment concluded that the Eastern Corridor offered the best options for a bypass of Cookstown. The Eastern Corridor also included the option of improving the existing road network between Sandholes Road and A505 Drum Road. It recommended that bypass route options within the Eastern Corridor, and Sandholes Link Road, are developed for assessment at Stage 2.
- Stage 2 Scheme Assessment Report (2010) – Preferred Options Report: Identification of the environmental, engineering, economic and traffic advantages, disadvantages and constraints associated with the potential routes. Assessments were undertaken on five Route Options and was completed in March 2010 and in June 2010 the Emerging Preferred Route was announced and presented via a Public Information day. Further development of the Preferred Route ceased in 2011 due to lack of funding until October 2016.
- Stage 2 Scheme Assessment Report (2019/2021) – Preferred Option Report: Identification of the environmental, engineering, economic and traffic advantages, disadvantages and constraints associated with revised potential routes and baseline dataset. Due to the intervening timeframe between initial selection of the Preferred Route in 2010 and recommencement of the scheme in 2018, the decision was made to revisit the Stage 2 assessment. The Stage 2 assessment concluded that Purple A route and Sandholes Link Road scored the highest in the overall assessment over the Red Route, Purple B Route and Green Route.
- Stage 3 Assessment (2021) – Screening and Scoping (in draft at the time of writing this Record of Determination): Identification of the requirement for an Environmental Impact Assessment (EIA) and identification of the EIA scope in terms of the referred route.

A summary of the consultation bodies contacted as part of the Stage 2 consultation process is listed as follows:

- Department for Infrastructure (DfI);
- Mid Ulster District Council;
- Cookstown District Council;
- Mid Ulster District Council Environmental Health Department;
- Department for Communities Historic Environment Division (DfC HED);
- The Woodland Trust;
- The Department for Agriculture, Environment and Rural Affairs (DAERA);
 - Natural Environment Division's (NED) Protected Landscapes Team;
 - Northern Ireland Environment Agency (NIEA) Wildlife Team;
 - Environment, Marine and Fisheries Division (EMF); and
 - Council for Nature Conservation and the Countryside (CNCC);
- Fisheries Conservancy Board for Northern Ireland (FCBNI);
- Loughs Agency;
- Agri-food & Biosciences Institute (AFBI);

- Ulster Wildlife;
- Royal Society for the Protection of Birds (RSPB), Northern Ireland;
- British Trust for Ornithology (BTO);
- Northern Ireland Raptor Study Group (NIRSG);
- Centre for Environmental Data and Recording (CEDaR);
- National Biodiversity Data Centre (NBDC);
- Botanical Society of the British Isles (BSBI);
- Northern Ireland Bat Group (NIBG);
- Northern Ireland Environment Link (NIEL);
- Northern Ireland Planning Minerals Planning Authority;
- Northern Ireland Water;
- British Horse Society;
- Department of Health;
- Fisheries Conservancy Board;
- Harps Cycling Club;
- Mid Ulster Walking Club;
- Positive steps Community Centre;
- Public Health Agency;
- Ulster Federation of Rambling Clubs;
- Department for Infrastructure Rivers;
- Geological Survey of Northern Ireland;
- Drinking Water Inspectorate;
- Rivers Agency;
- Minerals Planning Authority; and
- Sustrans.

E. Determination decision, statement of case in support of this decision:

The Proposed Scheme is classed as a 'relevant project' as defined in Part V of The Roads (Northern Ireland) Order 1993, as it is a project for constructing or improving a road where the area of the proposed works exceeds 1 hectare (Art 67(1)). Having considered the selection criteria in Annex III, as referred to in Article 67 of The Roads (Northern Ireland) Order 1993, the Proposed Scheme will be made subject to an EIA due to the following reasons (*as applicable to the proposed scheme*):

Characteristics of the Proposed Scheme:

The characteristics of projects must be considered having regard, in particular, to:

- (a) the size of the project;
- (b) the cumulation with other projects;
- (c) the use of natural resources;
- (d) the production of waste;
- (e) pollution and nuisances;

Location of the Proposed Scheme:

The environmental sensitivity of geographical areas likely to be affected by projects must be considered, having regard, in particular, to:

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

- (iv) nature reserves and parks;

(v) areas classified or protected under [EEA States² legislation]; special protection areas designated under The Conservation (Natural Habitats, etc.) (Amendment) (Northern Ireland) (EU Exit) Regulations 2019;
(viii) landscapes of historical, cultural or archaeological significance.

Characteristics of the potential impact:

The potential significant effects of projects must be considered having regard in particular to:

- (a) the extent of the impact (geographical area and size of the affected population);
- (b) the transfrontier nature of the impact;
- (c) the magnitude and complexity of the impact;
- (d) the probability of the impact;
- (e) the duration, frequency and reversibility of the impact.

It has therefore been determined that an Environmental Impact Assessment is required having regard to Annex III and information required is listed in Annex IIA as referred to in The Roads (Northern Ireland) Order 1993.

File references of supporting documentation for future reference:

- Stage 2 Scheme Assessment Report (SAR2) – Preferred Options Report (718314-0000-R-0015).

I have determined that a statutory Environmental Impact Assessment Report is required for this project.

Signature of Project Sponsor:

Dated: 5 October 2021



Authorisation to publish Notice of Determination

Signature of Director of Major Projects and Procurement:

Dated: 5 October 2021

