

## Record of Determination Annex II relevant projects

Name of project:  
A4 Enniskillen Southern Bypass

Location (including national grid reference):  
Enniskillen  
H236424

Qualifying criteria for Annex II relevant project:

Improvement element of project is >1ha	✓	Project is located within or partially within 'sensitive' area		Other with potential for significant effect (e.g. adjacent to sensitive site)	
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### A. Description of project:

Having completed a Stage 1 Scheme Assessment Report (SAR) to identify the preferred route corridor, AECOM were commissioned by TransportNI to develop the Stage 2 Scheme Assessment for the A4 Enniskillen Southern Bypass. This study identified the preferred route as the "blue" option, a 2093m wide single 2+1 carriageway connecting the A4 Dublin Road to the A509 Derrylin Road. This alignment traverses the northern extent of the Stage 1 original study area in order to avoid a number of large Drumlins. The total area of the route corridor is approximately 15 hectares.

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

The surrounding environment is rural with primarily agricultural land. The Derrylin Road at the western extent of the scheme contains numerous scattered dwellings. A bridge will be required to cross the River Sillees at the west of the scheme. The central section of the scheme is predominantly agricultural. A marina and caravan park also lie immediately north of the scheme at the western end. The River Erne flows in close proximity to the northern extents of the scheme and will require a bridge crossing at the eastern section. The eastern section lies adjacent to residential properties, Killyhevlin Industrial Estate and the Killyhevlin Hotel.

Two designated salmonid rivers are crossed by the proposed route. There is one known bat roost within 300m of the proposed route, west of the A509 Derrylin Road. Habitats that will be affected are long-established woodlands, wetlands, species-rich hedgerows and salmonid watercourses. Potential affected species include bats, badgers, otters, red squirrel common lizard and smooth newt. One statutory Site for Nature conservation (Castle Coole ASSI) is within 2km of the route and 6 non statutory sites are located within 1km of the route. There are no European designated sites located within 2 km and no sites for which bats are a priority feature within 30 km of the site. The site is located downstream from the Upper Lough Erne Special Area of Conservation, Special Protection Area and Ramsar Site.

Five Industrial Heritage Sites are located within 200m of the proposed route; two approximately 50m to the south west of the route by the Derrylin Road, two approximately 40m to the north east by the A4 Dublin Road and one approximately 80m to the south east by the A4 Dublin Road. Castle Coole Grade B Listed Building is within 1500m east of the proposed route with its entrance gates approximately 280m from the route. Five landscape protection areas are nearby and there is an historic park, garden, demesne (Lisgoole Abbey) within 200m.

### C. Summary of main environmental effects of the project:

Potential adverse impacts include:

Noise & Air Quality - Approximately 30 residential properties are within 200m of route; seven approx. 70m

west of the new route by the A509 Derrylin Road, three scattered to the north and south, and 20 approx. 60m to the east of the scheme at A4 Dublin Road. Killyhevlin Crest Centre, South West College and Killyhevlin Hotel and chalets are also located approx. 50m to the east of the scheme by the A4 Dublin Road. Increased traffic along the route of the proposed bypass may lead to potentially adverse impacts on receptors within the study area,

**Landscape** - Five Local Landscape Policy Areas (LLPAs) in close proximity (200m). One Historic Park, Garden or Demesne within 200m to the south of the new route. Scheme will be visual to the south of Enniskillen town - large number of receptors. Landscape impacts will result.

**Heritage** - Direct, physical impacts and visual impacts during construction and operation upon historic buildings and cultural heritage features, buried archaeological features and the historic landscape. Mitigation will be provided in terms of known and unknown heritage features. Mitigation for known heritage features in the vicinity will be considered in the engineering and landscape design of the scheme. Buried archaeology will be addressed through on site investigations and mitigation will be agreed in conjunction with Historic Environment Division. . Five Industrial Heritage Sites within 200m; two of which are located approx. 50m to the south west of the new route by the Derrylin Road, two approx. 40m to the north east by the A4 Dublin Road and one approx. 80m to the south east by the A4 Dublin Road. Castle Coole Grade B Listed Building within 1500m of the proposed route with its entrance gates approximately 280m from the route.

**Biodiversity** - Potential to adversely affect a number of habitats and species of nature conservation importance during construction and operation which can be mitigated. Two designated salmonid rivers are crossed by the proposed route. There is one known bat roost within 300m, west of the A509 Derrylin Road. Habitats that will be affected are long-established woodlands, wetlands, species-rich hedgerows and salmonid watercourses. Potential affected species include bats, badgers, otters, red squirrel, common lizard and smooth newt.

**Water Environment** - Potential water quality and hydrological adverse effects during the construction and operational phase with a moderate risk of encountering contaminated land. Mitigation will be provided. The proposed route crosses the Sillees River to the west and the River Erne to the east (both designated salmonid rivers).

**D. Details of extent of environmental impact assessment work undertaken and summary of any consultation undertaken with the statutory consultation bodies (including English Heritage, Natural England, the Environment Agency, and any other public authority which has environmental responsibilities):**

DMRB Vol 11 Stage 1 and Stage 2 Environmental Assessments have been undertaken by AECOM. The Stage 1 assessment outlined the proposed study area, possible corridors and highlighted topic-specific methodologies to be used for future assessment. The Stage 1 Assessment concluded that further assessment would be required to determine the nature and scale of any environmental impacts. The stage 2 Assessments included:

- Heritage walkover surveys;
- Review of the NIEA online archaeological and heritage assets database;
- Review of historic mapping;
- Phase 1 ecological surveys
- Bat surveys;
- Aquatic ecological surveys for freshwater pearl mussel and white clawed crayfish;

Consultation and detailed assessments will be undertaken as part of the Stage 3 detailed design.

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

This project is an Annex II project under the 2011 Environmental Impact Assessment (EIA) Directive. The area of the proposed works is expected to be approximately 15 ha and therefore the project has been determined to be a 'Relevant Project' in accordance with the Roads (Northern Ireland) Order 1993. Having considered the selection criteria in Annex III of the Directive, the project will be made subject to an EIA due to the following:

1. Characteristics of the Project: (a) size of the project; (c) use of natural resources; (d) production of waste; (e) pollution and nuisances;
2. Location of Project: (a) existing land use; (b) the relative abundance, availability, quality and regenerative capacity of natural resources in the area; (c) the absorption capacity of the natural environment;
3. Characteristics of the Potential Impact: (a) the extent of the impact; (c) magnitude and complexity of the impact; (d) probability of the impact; (e) duration, frequency and reversibility of the impact;

It has therefore been determined that a statutory environmental impact assessment will be carried out in line with the Design Manual for Roads and Bridges (DMRB) Volume 11 to inform the design process.

**File references of supporting documentation for future reference:**

A4 Enniskillen Southern Bypass - Stage 1 Scheme Assessment Report (AECOM: 60101077/605/SAR1-  
March 2011

A4 Enniskillen Southern Bypass - Stage 2 Scheme Assessment Report (AECOM: 60101077/605/SAR2-  
March 2015

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

Signature Project Manager / Project-Sponsor: *Maura Hackett* Dated: 14/3/2017

Authorisation to publish Notice of Determination  
Signature Senior Officer for the Department for Infrastructure: *Deirdre* Dated: 20.3.17

