



comhairle chontae na mí meath county council



# N3 Virginia Bypass

# Option Selection Report Volume 7 Project Appraisal Balance Sheet



May 2023





**Rialtas na hÉireann** Government of Ireland Tionscadal Éireann Project Ireland 2040

# **Document Control Sheet**

Client:	Cavan County Council
Project Title:	N3 Virginia Bypass
Document Title:	Option Selection Report Volume 7 Project Appraisal Balance Sheet
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	Document	Document Revision Document Verification							
Issue Date (DD/MM/YY)	Revision Code	Suitability Code	Author (Initials)	Checker (Initials)	<b>Reviewer</b> As Per PMP (Initials)	••			
	Add	hyperlink to Ve	erification Ema	il on PIM Reg	jister for each	issue			
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19/07/2022	P02	S3	AS / EZ	тс	тс	TC			
11/05/2023	C01	A2	AS / EZ	тс	тс	TC			



# Overarching Structure of Option Selection Report

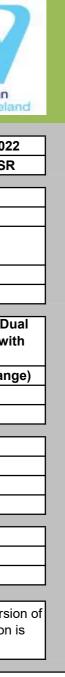
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Volume 7 – Project Appraisal Balance Sheet (PABS)	PABS



## Part A: Project Context



	Date	19/07/2022
	Version No.	C01 OSR
Project Title	N3 Virginia Bypass	
PRS Reference Number	CN/19/18686	
PR5 Reference Number	CN/19/10000	
Project Phase	Phase 2: Option Selection	
National Roads Office	Cavan County Council, Road Design C	Office
TII Project Manager	Patrick Duffy	
		the set True & Du
Droject Description	A bypass of Virginia Town, comprising circa 14.5k	•••
Project Description	Carriageway, with Link roads north and south of online active travel facilities along its le	-
Scheme Cost €m (TSB)	NDP Cost Category C (upper end of middle third of	
What Are The Likely Sources of Non-Exchequer Funding		
TII Growth Scenario		
Appraisal Team Author	Barry Transportation / Systra	
Design Team Reviewer	Tom Cannon	
TII Engineering Inspector	Vishal Chintapalli	
External Auditor		
Modelling Base Year		
Scheme Opening Year		
Reference Number of Nearest TII Traffic Monitoring Unit(s)	TMU N03 070.0 N (on N3 between Maghera a	ind Derver)
	Note - This PABS should be completed with reference to	
	TII PAG Unit 7.1. Users should always check that the	
PABS Version 4 16.03.2021	followed prior to undertaking the PAB	S



### Part B: Environment

		Climate - Carbon Dioxide (CO <sub>2</sub> )				Quantitativ	e Statement		
						Para	meter		
	Tonnes of CO <sub>2</sub> produced in th					,	8,306		
	Tonnes of CO <sub>2</sub> produced in th	•					8,611		
	Ratio of CO <sub>2</sub> produced in Do	Something Scenario to Do Minimum Scenario				1	.03		
		Greenhouse Gasses				Monetised I	Benefits (€m)		
	Value of change in emissions					-€	0.5		
		Significance Criteria	Substantial Beneficial	Moderate Beneficial	Slight Beneficial	Negligible	Slight Adverse	Moderate Adverse	Subs Adv
Air Quality &	Number of Sensitive Location	as Experiencing Impacts That Are:	0	0	0	4	0	0	
Climate	Inc	lex of Overall Change in Exposure	Large Negative Index	Medium Negative Index	Small Negative Index	Small Positive Index	Medium Positive Index	Large Positive Index	
	Nitrogen Dioxide (NO <sub>2</sub> )		0	0	0	0	۲	0	
	Particulate Matter (PM <sub>10</sub> )		0	0	0	0	۲	0	
	Quantitative Statement		Qualitativ	e Statement					
	Slightly Positive	preferred option. Option Cv2 is the 3rd most preferred option. Option Option E and Option Ev1 could be rated as the worst ranked options preferred with Option B least preferred. However, there is relatively in Ireland in 2019 of 59,777.6 kt CO2 equivalent.	s. In terms of the T	I Carbon Tool for	lifecycle carbon er	nissions for each a comparison to th	proposed options, ne total greenhouse	Option E is	
		Sensitive Receptors				Quantitativ	e Statement		
	Number of Sensitive Recepto					Para	meter		
Noise &	Number of Sensitive Recente	rs Requiring Mitigation (i.e. the three conditions have been sati	sfied) Per Kilome	etre			meter 30		
Vibration	The Required Level Per Kilon	rs Requiring Mitigation (i.e. the three conditions have been sati	,		litigate Noise To	8			
Vibration		rs Requiring Mitigation (i.e. the three conditions have been sationetre	,	ot Feasible To N	litigate Noise To	8			
VIDIATION	The Required Level Per Kilon	rs Requiring Mitigation (i.e. the three conditions have been sationetre	sfied), But It Is N qualitative State	ot Feasible To M ment tion takes traffic a	way from the exist	ing N3 alignment	30 and Virginia town.		
VIDIATION	The Required Level Per Kilon Quantitative Statement	There are 369 properties within 300m of the centreline of the propos	sfied), But It Is N qualitative State	ot Feasible To M ment tion takes traffic a	way from the exist	ing N3 alignment likely to be highly	30 and Virginia town. negative.		
	The Required Level Per Kilon Quantitative Statement	There are 369 properties within 300m of the centreline of the propos	sfied), But It Is N qualitative State	ot Feasible To M ment tion takes traffic a	way from the exist	ing N3 alignment likely to be highly Quantitativ	30 and Virginia town.		
VIDIATION	The Required Level Per Kilon Quantitative Statement Highly Negative	There are 369 properties within 300m of the centreline of the propos	sfied), But It Is N qualitative State	ot Feasible To M ment tion takes traffic a	way from the exist	ing N3 alignment likely to be highly Quantitativ Paramete	and Virginia town. negative. e Statement		
VIDIATION	The Required Level Per Kilon Quantitative Statement Highly Negative Quantity Of Unacceptable Ma	There are 369 properties within 300m of the centreline of the propos Further assessment of mitigation of sensitive receptors will be condu-	sfied), But It Is N qualitative State	ot Feasible To M ment tion takes traffic a	way from the exist	ing N3 alignment likely to be highly Quantitativ Paramete 127	and Virginia town. negative. e Statement er No. (m <sup>3</sup> )		
Waste	The Required Level Per Kilon Quantitative Statement Highly Negative Quantity Of Unacceptable Ma Quantity Of Unacceptable Ma	There are 369 properties within 300m of the centreline of the propos Further assessment of mitigation of sensitive receptors will be condu- Unacceptable Material aterial Class U1 To Be Disposed Of Off Site?	sfied), But It Is N qualitative State and option. This op ucted in Phase 3.	ot Feasible To M ment tion takes traffic a	way from the exist	ing N3 alignment likely to be highly Quantitativ Paramete 127 5	and Virginia town. negative. e Statement er No. (m <sup>3</sup> ) 7,098		
	The Required Level Per Kilon Quantitative Statement Highly Negative Quantity Of Unacceptable Ma Quantity Of Unacceptable Ma	There are 369 properties within 300m of the centreline of the propos Further assessment of mitigation of sensitive receptors will be condu- Unacceptable Material Aterial Class U1 To Be Disposed Of Off Site? Aterial Class U2 To Be Disposed Of Off Site?	sfied), But It Is N qualitative State and option. This op ucted in Phase 3.	ot Feasible To M ment tion takes traffic a The noise and vibr	way from the exist	ing N3 alignment likely to be highly Quantitativ Paramete 127 5	and Virginia town. negative. e Statement er No. (m <sup>3</sup> ) 7,098		



### ostantial dverse 0

Project Apprai Part B: Enviro	Appraisal Balance Sheet Environment			Bonneagar Iompair Éireann Transport Infrastructure Ireland							
	Land	scape & Visual Amenity (incl. Light)	Profound Positive	Significant Positive	Moderate Positive	Slightly Positive	Imperceptible	Slightly Negative	Moderate Negative	Significant Negative	Profound Negative
	Number of Impacts That Are:		0	0	0	0	96	687	147	53	0
Landscape & Visual Amenity			National Lar	ndscape Designa	ation / Listing	County Lar	ndscape Designat	tion / Listing	Other Area	as of Significant Value/Amenity	Landscape
(incl. Light)	Number of Profound / Significa	ant Impacts On Sites Of:		0			1			1	
	Quantitative Statement			Q	ualitative Stater	ment					
	Highly Negative	This option would impact negatively on the highly sensitive northern the potential of affecting the views of a high number of receptors due impact on the remainder of this option corridor would be low.									

	I	mpact on Ecological Receptors	International Importance	National Importance	County Importance	Local Importance (Higher value)	Local Importance (Lower value)
	Number of Significant Positive	Impacts On Ecological Receptors Of:	0	0	0	0	0
Biodiversity -	Number of Significant Negativ	e Impacts On Ecological Receptors Of:	0	0	6	2	0
Flora & Fauna	Quantitative Statement	Q	ualitative Stater	nent			
	Moderately Negative	The proposed option crosses six ecological sites of potential county is be moderately negative. The option has potential for indirect impacts considered to be slightly negative. The option is likely to have moder	on Lough Ramor	pNHA and River E	Boyne and River B	lackwater SAC/SF	

	Impact on Agriculture Holdings		Significant Positive Impact	Moderate Positive Impact	Slightly Positive Impact	Imperceptible Impact	Slightly Negative Impact	Moderate Negative Impact	Significa Negativ Impact
	Impacts On An Agricultural Ho	Idings That Are:	0	0	0	6	27	33	6
Agriculture	Quantitative Statement			Qualitativ	e Statement				
	Highly Negative	The proposed option alignment will negatively impact on 72 agricultu properties. One farmhouse will be acquired under the CPO and three Negative impact on agriculture.							

	Imp	act on Non-Agriculture Properties	Significant Positive Impact	Moderate Positive Impact	Slightly Positive Impact	Imperceptible Impact	Slightly Negative Impact	Moderate Negative Impact	Signific Negati Impac
	Number of Impacts That Are:		0	1	0	0	2	3	0
Non-Agricultural Properties	Quantitative Statement			Qualitativ	e Statement				
Flopenies	Slightly Negative	The proposed option has a moderately positive impact on public fact are part of the CPO lands resulting in a moderately negative impact negative impact. The option passes through 1.64 km of forestry alon and infrastructure. The negative impacts exceed the positives for thi	on properties. 3 ut ig its length, result	ility diversions and ing in moderate ne	the protection of egative impacts. The	5 crossings are re- ne options results	quired for the cons in slightly negative	struction of the scl impacts on zone	heme result

		Ir	npact on Architectural Heritage	Significant Positive Impact	Moderate Positive Impact	Slightly Positive Impact	Imperceptible Impact	Slightly Negative Impact	Moderate Negative Impact	Signific Negati Impa
	Architectural	Number of Impacts That Are:								1
		Number of Impacts On Sites C	of National Importance That Are:							
	Tomago	Quantitative Statement		•	Qualitativ	e Statement				
		Neutral	Architectural, Archaeological and Cultural Heritage Impacts assesse	d together and inc	luded in the next h	neading.				
1										

nificant	Profound
gative	Negative
npact	Impact
6	0
0	0
7 and not s	ignificant on six
	is a Highly
	0,
nificant	Profound
gative	Negative
npact	Impact
0	0
	nd eight gardens
	a moderately
lopment lar	ids, and transport
nificant	Profound
gative	Negative
npact	Impact

### Part B: Environment

		Impact	on Archaeological & Cultural Heritage	Significant Positive Impact	Moderate Positive Impact	Slightly Positive Impact	Imperceptible Impact	Slightly Negative Impact	Moderate Negative Impact	Significant Negative Impact	Profound Negative Impact	
	Archaeological & Cultural Heritage       Number of Impacts That Are:       0       0       0       0       6       17         Mumber Of Impacts On Sites Of National Importance That Are:       0       0       0       1       0         Quantitative Statement       Quantitative Statement       Quantitative Statement       Quantitative Statement       Number of Impacts on 5 no. recorded archaeological sites >75m from theiritage sites, including a farmhouse, Cornashesk demesne lands and gate-lodge. Slight impacts relate to 13 no. recorded archaeological sites >75m from theiritage sites, and two unrecorded architectural heritage sites: a former mill site and Murmod bridge. Imperceptible impacts relate to four previously excavated archaeological potential sub-surface unrecorded archaeological remains (care of heiritage sites) including the River Blackwater, which have potential profound levels of impact on any potential sub-surface unrecorded archaeological remains). Overall this option is deemed moderately of archaeological potential noted during field survey that is identified as having slight level of impact. Overall the option traverses within two broad areas of pruns close to Lisgrea Lough at the northern portion (heightened sensitivity for sub-surface archaeological remains). Overall this option is deemed moderately	Number of Impacts That Are:		0	0	0	6	17	8	1	0	
		0	0	0	0							
		Quantitative Statement		Qualitative Statement								
		Moderately Negative	heritage sites, including a farmhouse, Cornashesk demesne lands and sites, and two unrecorded architectural heritage sites: a former mill s sites and the National Monument of Loughcrew/Slieve na Calliagh are including the River Blackwater, which have potential profound levels of archaeological potential noted during field survey that is identified	nd gate-lodge. Slig ite and Murmod b rchaeological com of impact on any p as having slight le	t impacts relate ridge. Imperceptib plex. It is also note potential sub-surfa vel of impact. Ove	to 13 no. recorded le impacts relate to ed that a total of ei ice unrecorded arc erall the option trav	archaeological site o four previously ex ght areas of archae haeological remain rerses within two bu	es >75m from cer coavated archaeo eological potentia ns (area of height road areas of pote	ntreline, two record logical sites, two u l at river/water cro ened archaeologic ential cultural herit	ded church (archite inrecorded archite ssing points have cal sensitivities), au	ectural heritage) ectural heritage been identified, nd another area	

		Profound Positive	Significant Positive	Moderate Positive	Slightly Positive	Imperceptible	Slightly Negative	Moderate Negative	Significant Negative	Profound Negative	
	Number of Impacts That Are:		0	0	1	1	3	2	2	1	0
Soils & Geology	Soils & Geology Quantitative Statement Qualitative Statement										
	Slightly Negative	The proposed option has significant negative impacts on aggregate and landfills and contaminated sites. The option has one slightly pos						oheritage site at l	Bruse Hill and slig	htly negative impa	cts on soft soils
		licenced facilities are neutral. It is overall ranked as slightly negative			d one moderately	positive impact or	n aggregate potent	ial (reusability). Th	ne impacts on kars	st features, bedroc	k geology and
					d one moderately Moderate Positive	Slightly Positive	Imperceptible	ial (reusability). Th Slightly Negative	Moderate Negative	st features, bedroc Significant Negative	k geology and Profound Negative
Hydrology		licenced facilities are neutral. It is overall ranked as slightly negative	for soils and geole	ogy.	Moderate	Slightly		Slightly	Moderate	Significant	Profound

Hydrology	Number of Impacts That Are:			0	0	0	0	12	7
, ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	Quantitative Statement			Q	ualitative State	ment			
		The impacts of proposed option are based on the numbers of waterc due to the installation of a positive drainage scheme. The hydrologica				impacts on flood p	lains. The assess	ment also takes ir	to account th

		Hydrogeology	Profound Positive	Significant Positive	Moderate Positive	Slightly Positive	Imperceptible	Slightly Negative	Moderate Negative	Significant Negative	Profound Negative		
Hydrogeology	Number of Impacts That Are:		0	0	0	0	0	3	0	1	0		
пушодеоюду	Quantitative Statement	nent Qualitative Statement											
		The proposed option has significant negative impacts on groundwate considered to be slightly negative. Overall, the hydrogeological impa				s, and the impacts	s on bedrock aquife	ers and Groundwa	ter Dependent Te	rrestrial Ecosysten	ns are		
	Overall S	Overall Scale of Impact Amended Scale of Impact											
	Moderat	tely Negative											

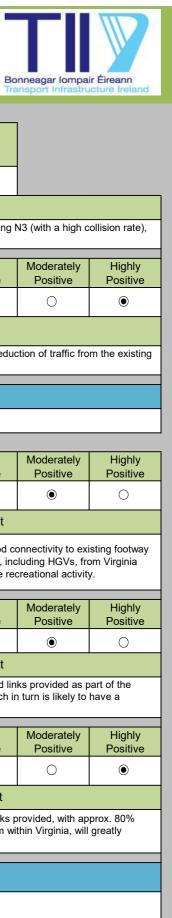


t the likely improvement in water quality

Part C: Safety, Physical Activity, Economy, Accessibility and Social Inclusion and Integration Input Sheet

			Total Collision	Cá	asualty Reduction	on	Value Of	Accident		
			Reduction	Fatal	Serious	Minor	Reducti	on (€m)		
	Collision Reduction	What is the Collision/Casualty Reduction Over 30 Years?	463	21	72	370	€3	5.3		
		Quantitative Statement				Qualitative	Statement			
		Highly Positive	Proposed bypass will follow a safer alignment and remove approx. 80% of traffic along existing including removal of HGV traffic from within Virginia Town.							
Safety			Don't Know / NA	Highly Negative	Moderately Negative	Slightly Negative	Neutral	Slightly Positive		
		What is the Expected Impact Of The Project On The Security Of Road Users?	0	0	0	0	0	0		
	Security	Quantitative Statement		Qualitative Statement						
		Highly Positive		Segregated pedestrian/cycle facilities along mainline and links provided, with approx. 80% reduct N3, including HGVs from within Virginia, will greatly enhance safety and security of VRUs.						
		Safety - Overall Scale of Impact			Safe	tv - Amende	d Scale of Im	pact		
		Highly Positive								

			Don't Know / NA	Highly Negative	Moderately Negative	Slightly Negative	Neutral	Slightly Positive		
		What is the expected impact of the project upon journey ambience?	0	0	0	0	0	0		
	Ambience	Quantitative Statement	Value of B	enefit (€m)			Qualitative	Statement		
		Moderately Positive			Negative     Negative     Neutral       Image: Negative     Neutral       Image: Negative     Image: Neutral       Image: Negative     Image: Neutral       Image: The VRU facilities along the proposed scheme will and walking routes and with the removal of signific Town; the option will offer safer facilities and will e       Image: Negative     Neutral       Image: Negative     Neutral       Image: Negative     Neutral       Image: Negative     Neutral       Image: Negative     Image: Neutral       Image: Negative     Image: Neutral       Image: Negative     Image: Neutral       Image: Neutral     Image: Neutral       Image:	ificant traffic, inc	clu			
			Don't Know / NA	Highly Negative		Vegative       Negative       Neutral       P         O       O       O       Qualitative       Stat         VRU facilities along the proposed scheme will have a walking routes and with the removal of significant removal of significant removal of significant regated pedestrian/cycle facilities along the main reme are likely to result in increased physical active eficial effect on work absenteeism.       Stightly       Neutral       P         Oderately       Slightly       Neutral       P       P         O       O       O       O       O         Qualitative       Stative       P       P         O       O       O       O       O         Qualitative       Stative       P       P       O       O       O         Oderately       Slightly       Neutral       P       P       O       O       O       O         Oderately       Slightly       Neutral       P       O       O       O       O       O         Oderately       Slightly       Neutral       P       O	Slightly Positive			
		What is the impact of the project on absenteeism?	0	0	0	0	s and with the removal of significant traffic will offer safer facilities and will encouraag Slightly Neutral Slightly Negative O O Qualitative Statemer Strian/cycle facilities along the mainline and to result in increased physical activity whith n work absenteeism. Slightly Neutral Slightly Negative O O O O O O O O O O O O O O O	0		
	Absenteeism	Quantitative Statement	Value of B	e of Benefit (€m) Qualitative Segregated pedestrian/cycle facilities along the	Statement					
Physical Activity		Moderately Positive			scheme are like	Segregated pedestrian/cycle facilities along the mainline and lini cheme are likely to result in increased physical activity which in peneficial effect on work absenteeism.				
Physical Activity       Absenteeism       Image: Constraint of the project on absenteeism?       Omegative       Slightly Negative       Negative       Slightly Negative       Negative         Physical Activity       Absenteeism       Quantitative Statement       Value of Benefit (€m)       Omegative       Segregated pedestrian/cycle facilities scheme relikely Negative       Negati	Neutral	Slightly Positive								
	0	0								
	Risk	Quantitative Statement	Value of B	enefit (€m)			Qualitatve	Statement		
		Highly Positive			reduction of traf	fic from the exis				
	Physi	cal Activity - Overall Scale of Impact			Physical <i>i</i>	Activity - Am	ended Scale	of Impact		
		Highly Positive								



Part C: Safety, Physical Activity, Economy, Accessibility and Social Inclusion and Integration Input Sheet

			Commuting	Business	Other	Indirect Tax	Residual		oto
			(€m)	(€m)	(€m)	(€m)	Value (€m)		ota
	Efficiency and Effectiveness			0	. Otatamant				
		The bypass will result in journey time savings of up to 13 minut	tes during average		e Statement	the more conges	ted times of the	week or vear (i	ie
		will greatly reduce the cost of travel.	g =	,					
		What Impact Will The Project Have On	Don't Know / NA	Highly Negative	Moderately Negative	Slightly Negative	Neutral	Slightly Positive	Γ
		Increase Competition In Markets?	0	0	0	0	Em) Value (€m)   Image: Second sec	۲	
		Lead To Efficiencies In Clustering Of Economic Activity? (Agglomeration Benefits)	0	0	0	0		0	
	Wider Economic	Attract Inward Investment?	0	0	0	0		0	
	Impacts	Expand Local Labour Supply?	0	0	0	0	۲	0	
Economy		Contribute To Urban Regeneration	0	0	0	0	0	0	
		Quantitative Statement			Qualitative	ive Statement			
		Moderately Positive				(€m)Value (€m)(€m)Value (€m)Image: Sign tightly NegativeNeutral PImage: Sign tightly NegativeNeutral PImage: Image: Sign tightly Image: Sign tightly Neutral tightly Image: Sign tightly Neutral tightly 			
		What Impact Will The Project Have On	Don't Know /	None	< 10%	10%-30%	Ye     Neutral     Slightly Positive       Image: State of the st		
	Funding Impacts	What Percentage Of Non-Exchequer Funding Is The Project Expected To Receive?	0	۲	0	0			
		Quantitative Statement				Qualitative			
		Neutral							
	E	conomy - Overall Scale of Impact			Econo	omy - Amend	ed Scale of I	mpact	
		Slightly Positive				Moderate	y Positive		
		What Impact Will The Project Have On	Don't Know / NA	Highly Negative	Moderately Negative		Neutral	Slightly Positive	1
		Area Based Childhood Programme?	0	0	0	0	Statement SVs from within Virginia, will p y access to all areas of Virgin  30%  30%  Statement  on-exchequer funding and al be 100% Irish exchequer fund  ded Scale of Impact  Iy Positive  Neutral Slightly Positive  Statement to facilities from disadvantag  Neutral Slightly Positive  Neutral Slightly Positive	۲	
	Deprived Areas	Rural Social Scheme?	0	0	0	0	0	۲	
		Quantitative Statement		•	•	Qualitative	Statement		
		Slightly Positive	Removal of cor	ngestion from wi	thin Virginia will i	mprove access	to facilities from	disadvantaged	are
Accessibility and Social		What Impact Will The Project Have On	Don't Know /	Highly Negative	Moderately Negative		Neutral	Slightly Positive	[
Inclusion		Access To Employment or Vital Infrastructure?	0	0	0	0	Value (€m)         Image: Statement         Silic         Positive         Neutral       Silic         Positive         Neutral       Silic         Positive       ()         Statement       ()         Statement       ()         Statement       ()         Statement       ()         Statement       ()         Statement       ()         Silic       Pos         Solution       ()         Statement       ()         Statement       ()         Solution <t< td=""><td>۲</td><td></td></t<>	۲	
	Vulnerable Groups	Quantitative Statement				Qualitative			
		Slightly Positive	allowing for mo		afer accessibilit				
	A						an Amondo	d Scale of Im	npa
	Accessibility	& Social Inclusion - Overall Scale of Impact		ACC	essibil <u>ity &amp; S</u>		n - Ainenue		
	Accessibility	& Social Inclusion - Overall Scale of Impact Slightly Positive		ACC	essibility & S		on - Amende		

T	otal Benefits (€r	n)
r (i	.e. Fridays). This	time saving
	Moderately Positive	Highly Positive
	0	0
	0	0
	۲	0
	0	0
	0	۲
	ide opportunity t	
th	and environs.	
ia a	and environs.	
a a	and environs.	
a a	is stage for the p	urposes of the Highly
a a	is stage for the p	urposes of the Highly
th ed.	Moderately Positive	urposes of the Highly
th ed.	is stage for the p	urposes of the Highly
th ed.	Moderately Positive	urposes of the Highly
th ed.	Moderately Positive	Highly Positive
th ed.	Moderately Positive	Highly Positive

Part C: Safety, Physical Activity, Economy, Accessibility and Social Inclusion and Integration Input Sheet

		What Impact Will The Project Have On	Don't Know / NA	Highly Negative	Moderately Negative	Slightly Negative	Neutral	Slightly Positive	Moderately Positive	Highly Positive	
		Connectivity of the Strategic Road Network?	0	0	0	0	0	0	0	۲	
		Connectivity Between Transport Modes?	0	0	0	0	0	0	۲	0	
	Transport Integration	Sustainable Transport Networks?	0	0	0	0	0	0	0	۲	
		Access to Other Transport Infrastructure Such As Ports and Airports?	0	0	0	0	0	0	۲	0	
		Quantitative Statement				Qualitative	Statement				
		Highly Positive		ove journey time	e reliability on str				ced congestion a own will also ben		
		What Impact Will The Project Have On	Don't Know / NA	Highly Negative	Moderately Negative	Slightly Negative	Neutral	Slightly Positive	Moderately Positive	Highly Positive	
		Objectives of Local and County Development Plans?	0	0	0	0	0	0	۲	0	
	Land Use Integration	Strategic Connectivity for High Value Trips?	0	0	0	0	0	0	0	۲	
		Urban Sprawl?	0	0	0	0	۲	0	0	0	
		Quantitative Statement Qualitative Statement									
Integration		Moderately Positive	Bypass is specifically outlined as a priority in local and County Development Plans, it removes the town congestion for north south strategic traffic, and will comply with compact growth objectives.								
		What Impact Will The Project Have On	Don't Know / NA	Highly Negative	Moderately Negative	Slightly Negative	Neutral	Slightly Positive	Moderately Positive	Highly Positive	
		Cross Border Connectivity?	0	0	0	0	0	0	0	۲	
	Geographic Integration	The Trans European Transport network?	0	0	0	0	0	۲	0	0	
		Quantitative Statement	Qualitative Statement								
		Moderately Positive	The bypass will improve journey time reliability between Dublin and Cavan, Border and the North-West Region and will also allow for reliable journey times to connect with the Ten-T network in NI.								
		How Will This Project Impact On The Wider Objectives of	Don't Know / NA	Highly Negative	Moderately Negative	Slightly Negative	Neutral	Slightly Positive	Moderately Positive	Highly Positive	
	Other Government	National Spatial Strategy/National Planning Framework	0	0	0	0	0	0	0	۲	
	Policy Integration	Quantitative Statement				Qualitative	Statement				
		Highly Positive	The option has	a highly positive	e score consideri	ng that it is set o	out in the Nation	al Development	Plan.		
	Inte	egration - Overall Scale of Impact			Integra	tion - Amen	ded Scale of	Impact			
		Highly Positive									

Bonn	eagar lom	pair Éireann tructure Ireland

Project Title N3 Virginia Bypass Criteria		PRS Reference Number	CN/19/18686										
			014/10/10000		Project Descripti	on							
		Modelling Base Year	2020										
Criteria	5	Scheme Opening Year	2028	A bypass of Virginia Town, com	prising circa 14.5km of Type 2 Dual Carriageway, with Link road	s north ar	nd south of	Virginia a	ind with or	nline activ	e travel fac	ilities alo	ng its length
ontenta	Quantitative Statement		Si	ummary of Keys Impacts (Qualitative A	Assessment)				Quantit	tative Ass	essment		
	otatement				al Road Schemes during the Planning and Construction of National red Option may be deemed to be Option A. Option C is the 2nd most		I CO <sub>2</sub> (Tonn CO <sub>2</sub> Do-Min/I				-		0305 1.03
Air Quality and Climate	Slightly Positive	preferred option. Option Cv2 is th	ne 3rd most preferred option	. Option D is the 4th most preferred option. In	terms of the Index of Overall NOx and PM10 Exposure, Option Cv1, ecycle carbon emissions for each proposed options, Option E is	Index of (	Overall Chan	ige in Expo					Postive Index
an quanty and onniate	olignay robave		ferred. However, there is rel		posed options in comparison to the total greenhouse gas emissions in		Overall Chan		sure PM <sub>10</sub>	Negligible	•	Medium F Sli Adv.	Postive Index Mod Adv.
					No. of Sensitive Locations Experiencing Impacts That Are:	0	0 Insitive Rece	0	viring Mitigo	4		0	0
Noise and vibration	Highly Negative			e proposed option. This option takes traffic aware 3. The noise and vibration impacts are likely	ay from the existing N3 alignment and Virginia town. Further assessment to be highly negative.				uiring Mitigation (Not Feasible)				0
					m3 excluding topsoil (earthworks cuttings plus excavations below al, 80% is proposed to be reused on site, with 20% disposed off site.		Unacc	eptable Ma U1 [m <sup>3</sup> ]		ontaminated Land/Hazardous V U2 [m <sup>3</sup> ]			to be
Waste	Slightly Negative	Therefore, the landfill waste quar	ntity is 127,098 m3 and is co	insidered to be slightly negative. The volume	a), 80% is proposed to be reused on site, with 20% disposed off site. of unacceptable material (Class U2) has been estimated at 500m3 and is vestigation and further refinement of the design at Phase 3.	Dispose	d of Off Site					n Situ d waste]	0
						PP	Sig P	127,098 Mod P	5 Sli P	500 I	Sli N	Mod N	Sig N
andscape & Visual Amenity	Highly Negative	parallel to the Blackwater [Kells],	, a river corridor of scenic val	lue and amenity potential. This would be the	No. Of Impacts That Are:	0	0	0	0	96	687	147	53
incl. Light)	riigiliy reguive	town of Virginia. The option would	d be visible from Bruse Hill a	and Murmod Hill reducing the amenity value	No. of Profound/Significant Impacts on Sites Of:	National		0	County		1	Other	1
			proposed option crosses six ecological sites of potential county importance and two ecological sites of local importance. These impacts are considered to be moderately							1	NI	CI	LI(H)
Biodiversity, Flora & Fauna	Moderately Negative	negative. The option has potentia	tive. The option has potential for indirect impacts on Lough Ramor pNHA and River Boyne and River Blackwater SAC/SPA, which are considered to be slightly negative. The in is likely to have moderately negative impacts on bats, and breeding and wintering birds. proposed option alignment will negatively impact on 72 agricultural properties. The direct impact on these properties is deemed to be significant on six, moderate on 33, slight 7 and not significant on six properties. One farmhouse will be acquired under the CPO and three farmyards will be negatively impacted. There will be a significant negative ct on one dairy farm enterprise. Overall, there is a Highly Negative impact on agriculture.								0	0	0
Agriculture	Highly Negative						Mod P		pact on Ag		Mod N		P
• • • • •		impact on one dairy farm enterpr					Sig P         Mod P         Sli P           0         0         0		0 6		33	6	0
lon Aminultural Decention	One dwelling and eight gardens are part of the CPO lands resulting in a moderately negative impact on properties. 3 utility diversions and the protection of 5 crossings are requir			Sig P	Mod P	Sli P	I	Sli N	Mod N	Sig N	PI		
Non-Agricultural Properties	Slightly Negative	impacts. The options results in sli	lightly negative impacts on zo	oned development lands, and transport and ir									
							1 Mod P	0 Sli P	0	2 Sli N			0 19
Architectural Heritage	Neutral	Architectural, Archaeological and heading.	d Cultural Heritage Impacts a	assessed together and included in the next	No. of Impacts on Sites of National Importance That Are:	0	0	0	0	0	0	0	0
					No. of impacts of Sites of National importance That Are.	Sig P	Mod P	Sli P	I	Sli N	Mod N	U Sig N	PI
		likely to impact in part. Moderate	impacts on 5 no. recorded a	archaeological sites, 3 no. recorded	No of Imports That Area					47			0
		impacts relate to 13 no. recorded	d archaeological sites >75m	from centreline, two recorded church	No. or impetts that Are.	U	U	U	0	17	•	<b> </b>	
Archaeological and Cultural		Murmod bridge. Imperceptible im unrecorded architectural heritage	npacts relate to four previous e sites and the National Mon	sly excavated archaeological sites, two ument of Loughcrew/Slieve na Calliagh									
	Moderately Negative	crossing points have been identifi	fied, including the River Black	kwater, which have potential profound levels									
		archaeological sensitivities), and	another area of archaeologi	ical potential noted during field survey that is	No. of Impacts on Sites of National Importance That Are:	0	0	0	1	0	0	0	0
		(heightened sensitivity for sub-sur											
Soils & Geology	Slightly Negative	Bruse Hill and slightly negative in	npacts on soft soils and land	fills and contaminated sites. The option has o	one slightly positive impact on pits and quarries, and one moderately	PP	Sig P	Mod P	Number Sli P	Of Impact	That Are: Sli N	Mod N	Sig N
		soils and geology.	ientiai (reusability). The impa	icts on karst features, bedrock geology and lic	senced facilities are neutral. It is overall ranked as slightly negative for	0	0	1	1 Number	3 Of Impost	2 That Area	2	1
Hydrology	Slightly Negative					PP	Sig P	Mod P	Sli P	i	Sli N	Mod N	Sig N
				1 5		0	0	0	0 Number	0 Of Impact	1	7	0
Hydrogeology	Slightly Negative					PP	Sig P	Mod P	Sli P	1	Sli N	Mod N	Sig N
		Proposed hypass will follow a sat	fer alignment and remove a	norox 80% of traffic along evicting N3 (with a	high collision rate) including removal of HGV traffic from within Virginia					eduction C	Tor our rour	5	
Collision Reduction	Highly Positive	Town.		pprox. 66 % of a anite along existing the (wait a						Fatal 21			Min 37
Security	Highly Positive			s provided, with approx. 80% reduction of trai	ffic from the existing N3, including HGVs from within Virginia, will greatly								
Ambience	Moderately Positive				routes and with the removal of significant traffic, including HGVs, from								
Absenteeism	Moderately Positive			I links provided as part of the scheme are like	ly to result in increased physical activity which in turn is likely to have a								
Reduced Health Risk	Highly Positive		ilities along mainline and link	s provided, with approx. 80% reduction of trat	ffic from the existing N3, including HGVs from within Virginia, will greatly								
				utes during average peak periods, and greate	r for the more congested times of the week or year (i.e. Fridays). This								
Nidar Economia Impact	Moderately Positive			HGVs from within Virginia, will provide opport	unity to enhance the public realm. Proposed junctions near to Virginia				Ma	derately Pr	citivo		
•	-		°	ed non-exchequer funding and at this stage fo	r the purposes of the Option Selection Process, it is envisaged that the			Expecte		-		Funding	
		scheme will be 100% Irish exchequer funded.							Impact		ed Areas		
Deprived Geographic Areas	Slightly Positive	-			1 44			nnaat on I	S	lightly Pos	tive	fractruct	
/ulnerable Groups	Slightly Positive	Vulnerable Groups to Virgina and will greatly improve journey time reliability to Cavan & Dublin Hospitals.						iipact oii A				inastructi	,ire
Fransport Integration	Highly Positive	strategic network. The removal o	of traffic from the town will als	so benefit the journey times for bus journeys t	hrough the town.				ł	Highly Posi	ive		
-	Moderately Positive	growth objectives.				Moderately Positive							
•••••	Moderately Positive	The hypers will improve journey time reliability between Dublin and Cayon, Border and the North West Region and will also allow for reliable journey times to connect with the 3				en-Moderately Positive							
	Highly Positive		-			_			ł	Highly Posi	ive		
verall Scale of Impact	Environmental Safety	Moderately Negative Highly Positive	Economy Accessibility & Social	Moderately Positive Slightly Positive									
	Landscape & Visual Amenity Biodiversity, Flora & Fauna Agriculture Agricultural Properties Architectural Heritage Architectural Heritage Architectural Heritage Soils & Geology Hydrology Hydrology Hydrology Hydrology Collision Reduction Security Ambience Absenteeism Reduced Health Risk Fransport Efficiency and Effectiveness Reduced Health Risk Fransport Efficiency and Effectiveness Reduced Health Risk Fransport Efficiency and Effectiveness Auther Economic Impact Funding Deprived Geographic Areas (Uninerable Groups Transport Integration Geographical Integration Integration with Other Government Policies Verall Scale of Impact	Incl. Light)       Incl. Light)         Biodiversity, Flora & Fauna       Moderately Negative         Agriculture       Highly Negative         Agriculture       Slightly Negative         Non-Agricultural Properties       Slightly Negative         Architectural Heritage       Neutral         Architectural Heritage       Neutral         Architectural Heritage       Slightly Negative         Soils & Geology       Slightly Negative         Hydrology       Slightly Negative         Hydrology       Slightly Negative         Collision Reduction       Highly Positive         Ambience       Moderately Positive         Absenteeism       Moderately Positive         Reduced Health Risk       Highly Positive         Fransport Efficiency and Effectiveness       Slightly Negative         Vinerable Groups       Slightly Positive         Vunerable Groups       Slightly Positive         Anabeince       Moderately Positive         Particular Integration       Highly Positive         Slightly Positive       Slightly Positive         Moderately Positive       Fransport Efficiency and Efficiency and Efficiency and Efficiency         Slightly Positive       Slightly Positive         Moderately Positive	Landscape & Visual Amenity       Highly Negative       This option that has the potential of a potential regulation of these Features. The potential of a potential regulation of these Features. The potential of a potential regulation of these features. The potential of a potential regulation on a 27 and not significant on stype.         Sindiversity, Flora & Fauna       Moderately Negative       The proposed option alignment in an 27 and not significant on stype.         Non-Agricultural Properties       Slightly Negative       The proposed option has a mod One dwelling and eight gardens on core dary farm enterp impacts on one dary farm enterp impacts. The options results in a potential regulation on stype in the schem impacts. The option result of the schem impacts. The option result of the schem impacts are schemating and eight gardens on the schem impacts. The option result of the schem impacts are schemating and eight gardens on the schem impacts are schemating and eight gardens on the schem impacts. The option result of the schem impacts are schemating and eight gardens on the schem impacts are schemating and eight gardens on the schem impacts. The option result of the schem impacts are schemating and the schemating archaeological and Cultural Heritage         Architectural Heritage       Neutral       Significant impact on a well definitely to impact relate to 13 on record architectural heritag archaeological sensibility of subschemating archaeological sensibility of impact relate to 13 on record architectural heritag archaeological sensibility of subschemating archaeological sensibility of impact relate to 13 on record architectural heritag inclusion of impact on any optical structure heritag archaeological sensibility of impact relate to 13 on record architectural heritag inclusion theritage	Landscape & Visual Amenity Inci. Light)         Highly Negative Pilophy Negative         This doption would input frequility on the highly sensitive parallel to be Blackwater (Meilla, a new condition of society to point that has the potential of andecing the wews of a high of the feature. The potential of andecing the wews of a high of the feature. The potential of andecing the wews of a high of the feature. The potential of andecing the wews of a high of the feature. The potential of andecing the memory of the potential of andecing the specific the potential of andecing the memory of the potential of andecing the specific the potential of andecing the memory of the potential means of the potential the potential of andecing the specific the potential the specific the potential the potential of andecing the specific the potential the specific the potential the potential the potential the potential for and the potential the potential the potential the potential the potential the specific the potential the specific the potential the potenti	Interactions & Visual Amenity         This option would impact negatively on the highly sensitive northern proten of the study area where it was parallel for the liberbarrent (petited). The world of the study area where it was parallel for the liberbarrent (petited). The world is the study area where it was parallel for the liberbarrent (petited). The world is the study area where it was parallel for the liberbarrent (petited). The world is the study area where it was parallel for the CPO and the study area where it was parallel for the CPO and the study area where it was parallel for the CPO and the study it was the study area where it was parallel for the CPO and the study it was the study area where it was parallel for the CPO and the study it was the study area where it was parallel for the CPO and the study it was the study area where it was parallel for the CPO and the study it was the study area where it was parallel for the CPO and the study it was the study area where it was parallel for the could area where it was parallel for the study area where it was parallel for the could for the	American & Value         The states much transmission inplays on the light y states in the parameter states in the states of	Note of the section of the sectio of the section of the section of the section of the se	Answer       Apply Hardward       Apply Hardwar	Image: Control in the standard integration of the standard process of a sign standard drop into sisin a sign standard drop into a sign standard drop in	Amount of the state o	Image: Control of the state of the	Apply repart       Apply repart <th< td=""><td>Apply Mark Mark       Apply Mark Mark Mark Mark Mark Mark Mark Mark</td></th<>	Apply Mark Mark       Apply Mark Mark Mark Mark Mark Mark Mark Mark

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_	Scheme Cost (€m)	re Ireland Da	to
	NDP Cost Category C (upper end of middle third of NDP cost	19/07	
	range) Mone	tised	
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or )		hange (€m) 5.3	
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	Indirect Tax	Res. Value	Change