

# Proposed Boyne Enterprise Road, Drogheda, Co. Louth



## Screening for Environmental Impact Assessment

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## SUMMARY

This report presents a Screening for Environmental Impact Assessment Report (EIAR) of a proposed road in the Stagreenan area of Drogheda in County Louth. The proposed Boyne Enterprise Road, is a small scale development consisting of a c. 350m long road connecting the Newtown Road (L2307) and the Newtown Link Road, located in an industrial area positioned between Boyne Business Park and Greenhills Business Park. A section of the eastern end of the proposed road is already an existing access road.

The report has assessed the potential impact of the proposed development on the environment. The proposed development does not fall under any category within Schedule 5 (10) of the Planning and Development Regulations (2001) for Mandatory EIAR. The EIA Screening Assessment has determined that a sub-threshold EIAR is not required for the proposed development. The proposed development is not considered to have a significant adverse affect on the environment due to the scale and nature of the project and the location of the proposed development. The characteristics, sensitivities of the site and the receiving environment are not considered vulnerable to significant impacts from the proposed development with appropriate standards and procedures implemented throughout.

The location of the proposed Boyne Enterprise Road is considered suitable for the proposed development. It is situated in a built-up area among existing industrial facilities and is considered to be compatible with, and also relatively small in scale in the context of the existing infrastructure and surrounding land-use. The proposed new road will act in line with the adjacent environment, providing improved interconnectivity and access between the existing industrial properties. Due to the existing disturbance levels with the surrounding industrial facilities and the general urbanised nature of the environment the subject site is not of any ecological importance. There are no vulnerable ecological sensitivities. There are no protected sites or habitats in the immediate vicinity and no watercourses on the site that would be vulnerable or connect to any sensitive areas. The nearest protected areas are associated with the River Boyne which is c. 360m south of the proposed development. The River Boyne and River Blackwater SAC (002299) is located c. 360m to the south and the Boyne Estuary SPA (004080) is c. 500m to the south. There is no direct hydrological connection from the proposed development site to the River Boyne and the associated sites.

Some construction phase impacts are likely to occur during the proposed development. These are expected to be minor impacts, typical of construction projects of this nature. A Construction Environmental Management Plan (CEMP) outlining standard best practice procedures and methods to be implemented is considered sufficient to effectively minimise such impacts which relate to surface run-off, waste generation, invasive species and nuisance impacts such as dust, noise and vibrations. Landscaping and lighting plans may also be drawn up to ensure minimal negative impacts and which may enhance the boundaries along the scheme.

Overall, at this stage the proposed Boyne Enterprise Road is not expected to have any significant negative impacts on the environment with the recommended standard practices and precautions implemented during the project.



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## 1. INTRODUCTION

This report presents a Screening for Environmental Impact Assessment Report (EIAR) of a proposed development comprising the construction of a new road, the Boyne Enterprise Road, in Drogheda County Louth. The purpose of the report is to determine if Environmental Impact Assessment (EIA) is required for the proposed development as set out in the mandatory and discretionary provisions of the Planning and Development Regulations 2001-2019 (Unofficial Consolidation) (annotated) 30<sup>th</sup> May 2019. The requirement for a 'sub-threshold' development to be subject to EIA is determined by the likelihood that the development would result in *significant* environmental effects which may arise due to the location of the development or the characteristics of the development. The EIA screening exercise outlined below has examined the project with reference to the relevant thresholds and criteria.

The 'Screening stage' ascertains whether the project's effects on the environment are expected to be significant, i.e. the project is 'Screened' to determine whether an EIA is necessary. Projects listed in Annex I of the Directive are automatically subjected to an EIA because their environmental effects are presumed to be significant. Projects listed in Annex II of the Directive require a determination to be made about their likely significant environmental effects. The Member State's Competent Authority make that determination through either a (i) case-by-case examination or (ii) set thresholds or criteria.

The purpose of Screening is to determine whether or not an EIA is required for a particular project listed in Annex II of the EIA Directive. Projects listed in Annex II will hereafter be referred to as 'Annex II Projects'. Screening has to implement the Directive's overall aim, i.e. to determine if a project listed in Annex II is likely to have significant effects on the environment and, therefore, be made subject to a requirement for Development Consent and an assessment, with regards to its effects on the environment. At the same time, Screening should ensure that an EIA is carried out only for those Projects for which it is thought that a significant impact on the environment is possible, thereby ensuring a more efficient use of both public and private resources. Hence, Screening has to strike the right balance between the above two objectives.

This report meets the requirements of Directive 2014/52/EU and has been prepared with regard to the relevant guidelines from the European Commission, Department of Housing, Planning and Local Government and EPA. This report has been prepared to allow the Competent Authority (CA) to prepare an EIAR Screening Conclusion Statement.

## 2. SITE DESCRIPTION

The proposed development comprises the construction of a new road, located at the eastern side of the town of Drogheda in County Louth. The proposed development of the Boyne Enterprise Road is situated between the Newtown Road (L2307) and the Newtown Link Road, c. 360m north of the River Boyne which flows through Drogheda. Figure 1 and 2 below show the location of the proposed development.

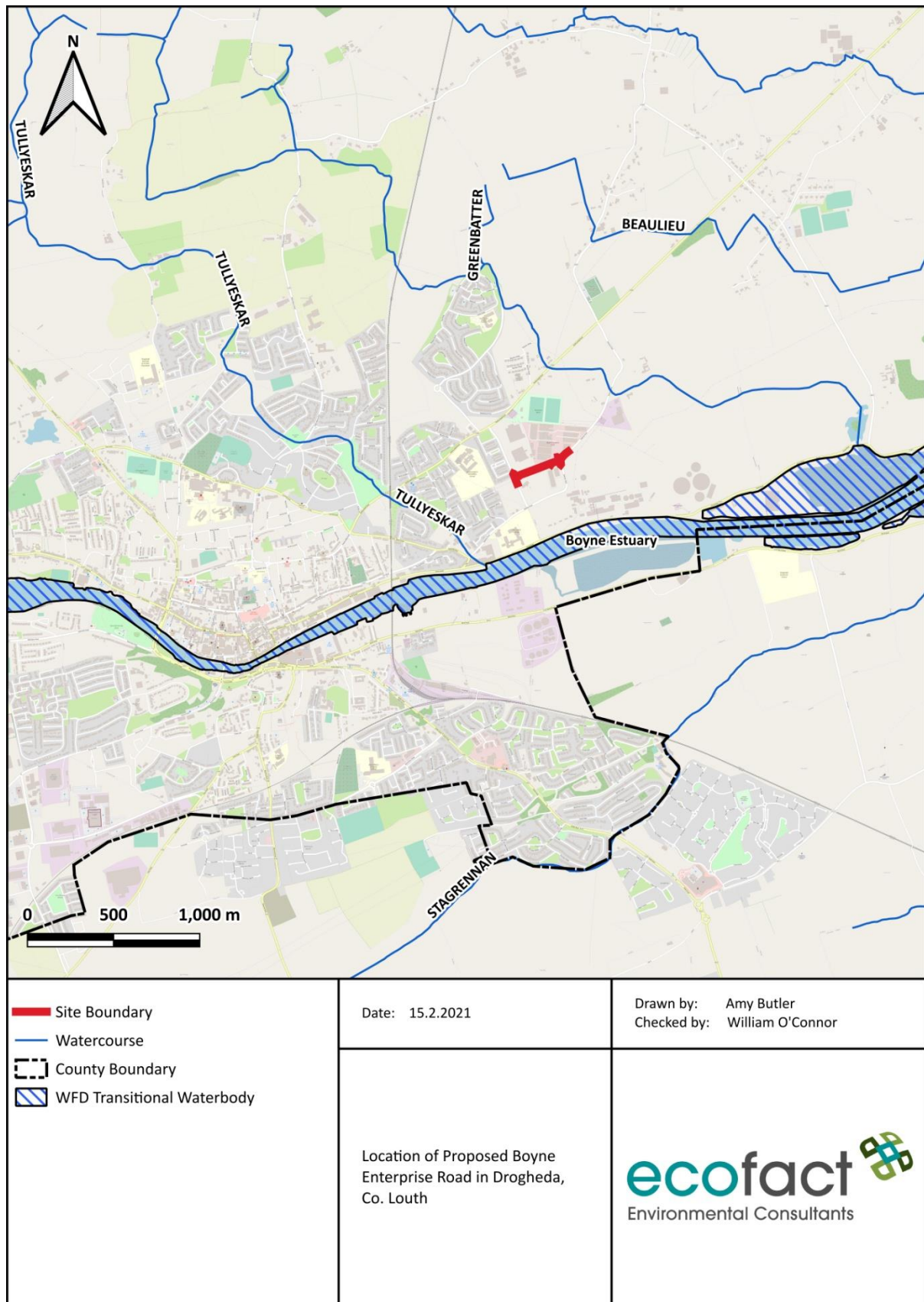
The site is surrounded by a number of large commercial and industrial facilities; including Hilton Foods Ireland, The Mill Enterprise Centre as well as several premises within Boyne Business Park and Greenhills Business Park. The large RHI Magnesita – Premier Perlicase factory is also situated at the edge of the River Boyne Estuary just c. 150m south of the proposed development site. To the west of the proposed site the main land-use is residential with several housing estates present around the St. Joseph's Secondary School property which is c. 120m west of the proposed development.



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Newtown Meadows housing estate lies between the western edge of the proposed development and St. Joseph's Secondary School. To the east of the proposed development, moving away from Drogheda Town, the land is predominantly agricultural land.

The proposed development site itself is partially comprised of an existing section of road infrastructure providing access routes to some of the existing adjacent industrial / commercial properties. The existing section of road is accessed from the Newtown Road at the west end, and it is lined by metal boundary fencing, overgrown bramble and a small number of trees. The rest of the proposed Boyne Enterprise Road site currently consists of fenced areas of overgrown disturbed ground and a gravel overflow carpark with a strip of low quality hedgerow and a small number of trees situated between the existing Hilton Foods Ireland and The Mill Enterprise Center facilities. There is no water courses present at the proposed development site (as shown in Figure 1). The nearest watercourses aside from the main River Boyne channel are the 3<sup>rd</sup> order Greenbatter River (Segment Code: 07\_401) located c. 450m north-east and the 2<sup>nd</sup> order Tullyeskar River (Segment Code: 07\_1906) situated c. 490m to the west.



**Figure 1** Location of the proposed Boyne Enterprise Road in Drogheda, Co. Louth in relation to the local watercourses.



<p>— Site Boundary</p> <p>— Watercourse</p>	<p>Date: 15.2.2021</p>	<p>Drawn by: Amy Butler                  Checked by: William O'Connor</p>
	<p>Location of Proposed Boyne Enterprise Road in Drogheda, Co. Louth</p>	

**Figure 2** Aerial view of the proposed development site of the Boyne Enterprise Road in Drogheda, Co. Louth.



### 3. EIAR SCREENING METHODOLOGY

#### 3.1 Legislation

This EIAR screening report has been prepared to meet the requirements of EU Directive 2014/52/EU and the Planning and Development Regulations 2001-2019 (Unofficial Consolidation) (annotated) 30<sup>th</sup> May 2019. The requirements for Screening are contained in Article 4 of the EIA Directive, Annex IIA, and Annex III to the Directive. The relevant provisions of Article 4 are cited below.

#### **Directive 2011/92/EU as amended by Directive 2014/52/EU**

##### *Article 4(2)*

*[...] for projects listed in Annex II, Member States shall determine whether the project shall be made subject to an assessment in accordance with Articles 5 to 10. Member States shall make that determination through:*

- (a) a case-by-case examination; or*
- (b) thresholds or criteria set by the Member State.*

*Member States may decide to apply both procedures referred to in points (a) and (b).*

##### *Article 4(3)*

*Where a case-by-case examination is carried out or thresholds or criteria are set for the purpose of paragraph 2, the relevant criteria set out in Annex III shall be taken into account. Member States may set thresholds or criteria to determine when projects need not undergo either the determination under paragraphs 4 and 5 or an environmental impact assessment, and/or thresholds or criteria to determine when projects shall in any case be made subject to an environmental impact assessment without undergoing a determination set out under paragraphs 4 and 5.*

##### *Article 4(4)*

*Where Member States decide to require a determination for projects listed in Annex II, the developer shall provide information on the characteristics of the project and its likely significant effects on the environment. The detailed list of information to be provided is specified in Annex IIA. The developer shall take into account, where relevant, the available results of other relevant assessments of the effects on the environment carried out pursuant to Union legislation other than this Directive. The developer may also provide a description of any features of the project and/or measures envisaged to avoid or prevent what might otherwise have been significant adverse effects on the environment.*

##### *Article 4(5)*

*The competent authority shall make its determination, on the basis of the information provided by the developer in accordance with paragraph 4 taking into account, where relevant, the results of preliminary verifications or assessments of the effects on the environment carried out pursuant to Union legislation other than this Directive. The determination shall be made available to the public and:*

- (a) where it is decided that an environmental impact assessment is required, state the main reasons for requiring such assessment with reference to the relevant criteria listed in Annex III; or*
- (b) where it is decided that an environmental impact assessment is not required, state the main reasons for not requiring such assessment with reference to the relevant criteria listed in Annex III, and, where proposed by the developer, state any features of the project and/or measures envisaged to avoid or prevent what might otherwise have been significant adverse effects on the environment.*

##### *Article 4(6)*

*Member States shall ensure that the competent authority makes its determination as soon as possible and within a period of time not exceeding 90 days from the date on which the developer has submitted all the information required pursuant to paragraph 4. In exceptional cases, for instance relating to the*



*nature, complexity, location or size of the project, the competent authority may extend that deadline to make its determination; in that event, the competent authority shall inform the developer in writing of the reasons justifying the extension and of the date when its determination is expected.*

While Article 4(2) defines a common Screening approach, to be adopted by Member States, Article 4(3) requires that the competent authorities consider relevant criteria when deciding whether EIA is needed, i.e. the type/characteristics and size of Projects, the sensitivity of Project locations, as well as the potential impacts the Project may trigger. These criteria are listed in Annex III to the Directive. Where Member States require that a case-by case examination be conducted for Annex II Projects in their national legislation, then the Developer must submit the information required about the Project in accordance with the detailed requirements in Annex IIA to the Directive (see Article 4(4)). The Developer shall, when submitting the information, take the available results or data from other relevant assessments of effects on the environment, carried out pursuant to other EU legislation than the EIA Directive (e.g. SEA, see the Annex to this Guidance Document on Links with Other EU Instruments), into account. Furthermore, the Developer may enclose information about the Project's features and the measures envisaged to avoid or prevent potential significant adverse effects on the environment. The Competent Authority in Member States must issue its decision, on whether a proposed Annex II Project is to be subjected to the EIA procedure or not, based on the information provided by the Developer in accordance with the detailed requirements in Annex IIA (see Article 4(5)). The authority is also required to take any other relevant assessments, carried out on the effects on the environment pursuant to other EU legislation than the EIA Directive, into account. Finally, the Competent Authority must make its decision on whether EIA is required or not within the time period specified in Article 4(6).

The 2014 revisions to the EIA Directive introduced several amendments (e.g. to Annex III, which lays down the criteria to determine whether the Projects listed in Annex II should be subject to an EIA) and added a number of new provisions to the Screening process, including a timeframe within which the Member State's Competent Authority must reach a decision on whether an EIA is required or not. A new Annex IIA is to be used in the case of screening determination (i.e. information to be provided by the developer on projects listed in Annex II), which consists of:

**A description of the project, including in particular:**

- a. A description of the physical characteristics of the whole project and, where relevant, of demolition works;
- b. A description of the location of the project, with particular regard to the environmental sensitivity of geographical areas, likely to be affected.

**A description of the aspects of the environment likely to be significantly affected by the project.**

**A description of any likely significant effects, to the extent of the information available on such effects, or the project on the environment resulting from:**

- a. The expected residues and emissions and the production of waste, where relevant;
- b. The use of natural resources, in particular soil, land, water and biodiversity.

The criteria of Annex III shall be taken into account, where relevant, when compiling the information in accordance with points 1 to 3.



The Directive also amends Annex III “Selection Criteria referred to in Article 4(3)”. The details to be considered in the new Annex III are as follows:

**Characteristics of proposed development:**

The characteristics of project, with particular regard to:

- the size and design of the whole project,
- cumulation with other existing and / or approved development,
- the use of natural resources, in particular land, soil, water and biodiversity;
- the production of waste,
- pollution and nuisances,
- the risk of major accidents and / or disasters which are relevant to the project concerned, including those caused by climate changes, in accordance with scientific knowledge
- the risk to human health (for example due to water contamination or air pollution).

**Location of proposed development:**

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

- the existing and approved land use,
- the relative abundance, availability, quality and regenerative capacity of natural resources (including soil, land, water and biodiversity) in the area and its underground,
- the absorption capacity of the natural environment, paying particular attention to the following areas:
  - (a) wetlands, riparian areas, river mouths;
  - (b) coastal zones and the marine environment;
  - (c) mountain and forest areas,
  - (d) nature reserves and parks,
  - (e) areas classified or protected under national legislation, including Natura 2000 areas designated by Member States pursuant to Directives 92/43/EEC and 2009/147/EC,
  - (f) areas in which there has already been a failure to meet the environmental quality standards, laid down in Union legislation and relevant to the project, or in which it is considered that there is such a failure,
  - (g) densely populated areas,
  - (h) landscapes and sites of historical, cultural or archaeological significance.

**Type and Characteristics of potential impacts:**

The likely significant effects on the environment proposed development in relation to criteria set out under paragraphs 1 and 2 of this Annex, with regard to the impact of the project on the factors specified in Article 3(1), taking into account:

- the magnitude and spatial extent of the impact (for example geographical area and size of the population likely to be affected),
- the nature of the impact;
- the transboundary nature of the impact,
- the intensity and complexity of the impact,
- the probability of the impact,
- the expected onset, duration, frequency and reversibility of the impact.
- the cumulation of the impact with the impact of other existing and / or approved projects;
- the possibility of effectively reducing the impact.



In compliance with the requirements of 2014/52/EU, this EIAR Screening Report provides details of the information specified in Annex IIA, taking account of the criteria in Annex III.

### **3.2 Guidance**

The following guidance has been followed during the preparation of the current EIAR screening report:

- European Commission (2017a) Environmental Impact Assessment of Projects: Guidance on Screening.
- European Commission (2017b) Environmental Impact Assessment of Projects: Guidance on the preparation of the Environmental Impact Assessment Report.
- Department of Housing, Planning and Local Government (2018) Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment.
- EPA (2017) Draft Guidelines on the information to be contained in Environmental Impact Assessment Reports (EIAR).
- European Commission (2001) Guidance on EIA Screening.

In Figure 3 the step-by-step guide of the main steps involved in EIAR screening are illustrated (from EPA, 2017).

### **3.3 Consultation**

No consultation was undertaken as part of the current EIAR Screening report. This report has been prepared to allow the Competent Authority (CA) to prepare an EIAR Screening Conclusion Statement.

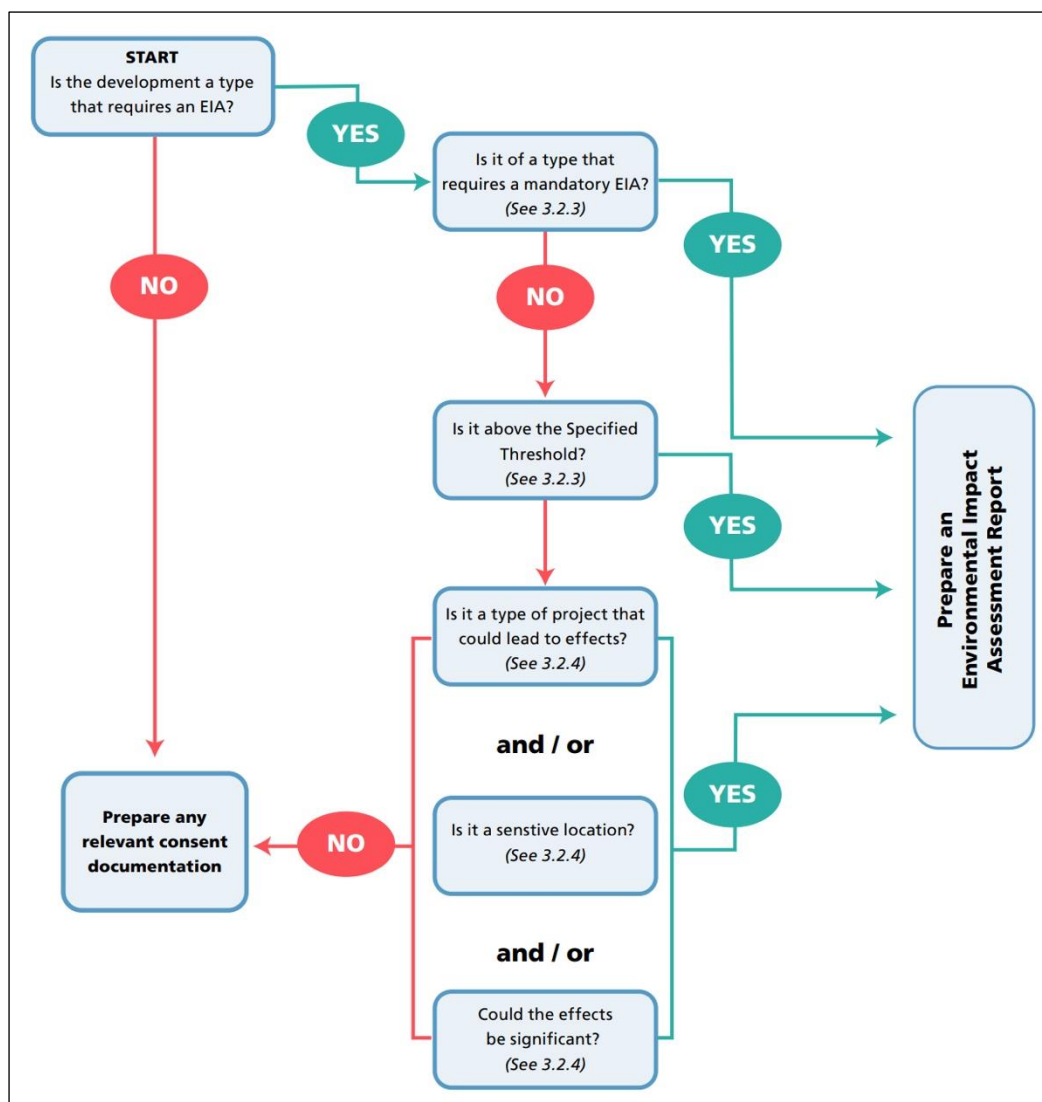


Figure 3 Step-by-step guide of the main steps involved in EIAR screening (from EPA, 2017).

## 4. PROJECT INFORMATION REQUIRED BY ANNEX II (A) OF 2014/52/EU

### 4.1 Description of Project

#### 4.1.1 Physical Characteristics of the Project

The proposed development comprises the construction of a road of approximately 350m in length between the Newtown Road (L2307) and the Newtown Link Road in the Stageenan area of Drogheda. Approximately 150m of the proposed road already exists providing an access route from the Newtown Road to the Greenhills Business Park, between Boyne Business Park and Greenhills Business Park. The existing portion of the road is proposed to be improved and extended westwards to connect to the Newtown Link Road just north of The Mill Enterprise Centre. The extended section will be through an area of brown field / disturbed ground to the north of The Mill Enterprise Centre. A low quality hedgerow with a few small trees is present along the northern side of the proposed route. A new access point to the Mill Enterprise Center from the proposed Boyne Enterprise Road will be included in the development along with improvement works to the existing entrances to the surrounding premises and tying in the proposed new road with the existing Newtown Road and Newtown Link Road at either end.



#### 4.1.2 Location of the Project, with regard to Environmental Sensitivities of Geographic Areas likely to be affected

There is no high value habitat present at the proposed development site or any particularly vulnerable features of interest. As Figure 1 above illustrates, there are no watercourses in the immediate vicinity of the proposed development. The nearest watercourse is the main River Boyne Estuary c. 360m south of the proposed development and separated from it by commercial and industrial premises.

Figure 4 below shows the location of the proposed development in the context of the local Natura 2000 network within 15km of the development. The nearest Natura 2000 site to the proposed development is the River Boyne and River Blackwater SAC (002299), located c. 360m south of the proposed development. The Boyne Estuary SPA (004080) is located c. 500m south of the proposed development and the Boyne Coast and Estuary SAC (001957) is c. 1.1km to the south-east. The only other Natura 2000 site within 5km of the proposed Boyne Enterprise Road is the River Boyne and River Blackwater SPA which is located upstream of Drogheda, c. 4.7km west of the proposed development.

Figure 5 below shows the location of NHAs (Natural Heritage Areas) and pNHAs (Proposed Natural Heritage Areas) within a 5km radius of the proposed development site. There are two pNHAs within the study area the Boyne Coast and Estuary pNHA and the Boyne River Islands pNHA.

### **4.2 Description of Aspects of the Environment likely to be Significantly Affected**

The most likely negative effects on the environment, in the absence of appropriate mitigation measures in place, are:

- Potential accidental spillages during construction and contaminated surface run-off
- Noise and vibration disturbance and air pollution from dust generated from the construction
- Introduction / spread of invasive species on site (it is noted that Butterfly-bush *Buddleja davidii*, a medium impact invasive species, is present on site)

Development of a Construction Environmental Management Plan (CEMP) which adheres to standard best practice procedures and methods is considered sufficient to mitigate construction related impacts including eradication, and preventing spread, of invasive species.

Overall, the operational phase of the proposed development will have a positive impact by improving road interconnectivity and access to the existing industrial environment surrounding the subject site.

### **4.3 Description of any likely Significant Effects on the Environment**

#### 4.3.1 Expected Residues and Emissions and the Production of Waste

Residues and emissions from the construction phase of the development will be related to construction waste and dust generation, emissions from construction plant, emissions from the laying of tarmac on the site and potential for contaminated surface run-off from the site during construction. Waste is expected to consist of cut vegetation, any fencing / signage light poles / electricity poles removed and any broken footpath or road concrete / tarmac from breaking and altering existing hard

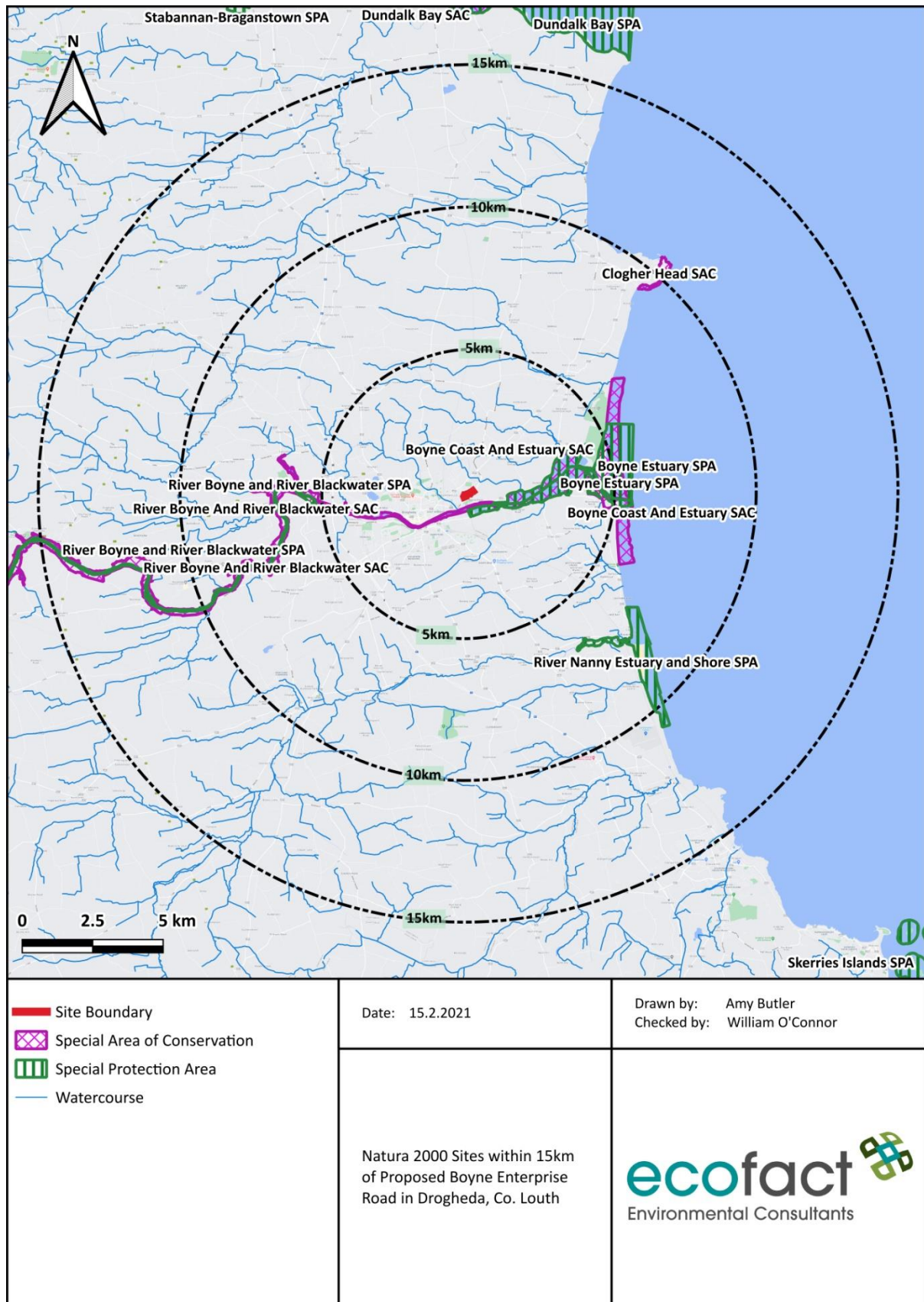


surfaces at the edges of the proposed road. Standard best practice procedures and methods should be implemented throughout the proposed works which should be outlined in a CEMP and which is expected to be sufficient to appropriately manage potential residue / emissions during construction and ensure appropriate management and removal of waste to suitably licenced facilities where required.

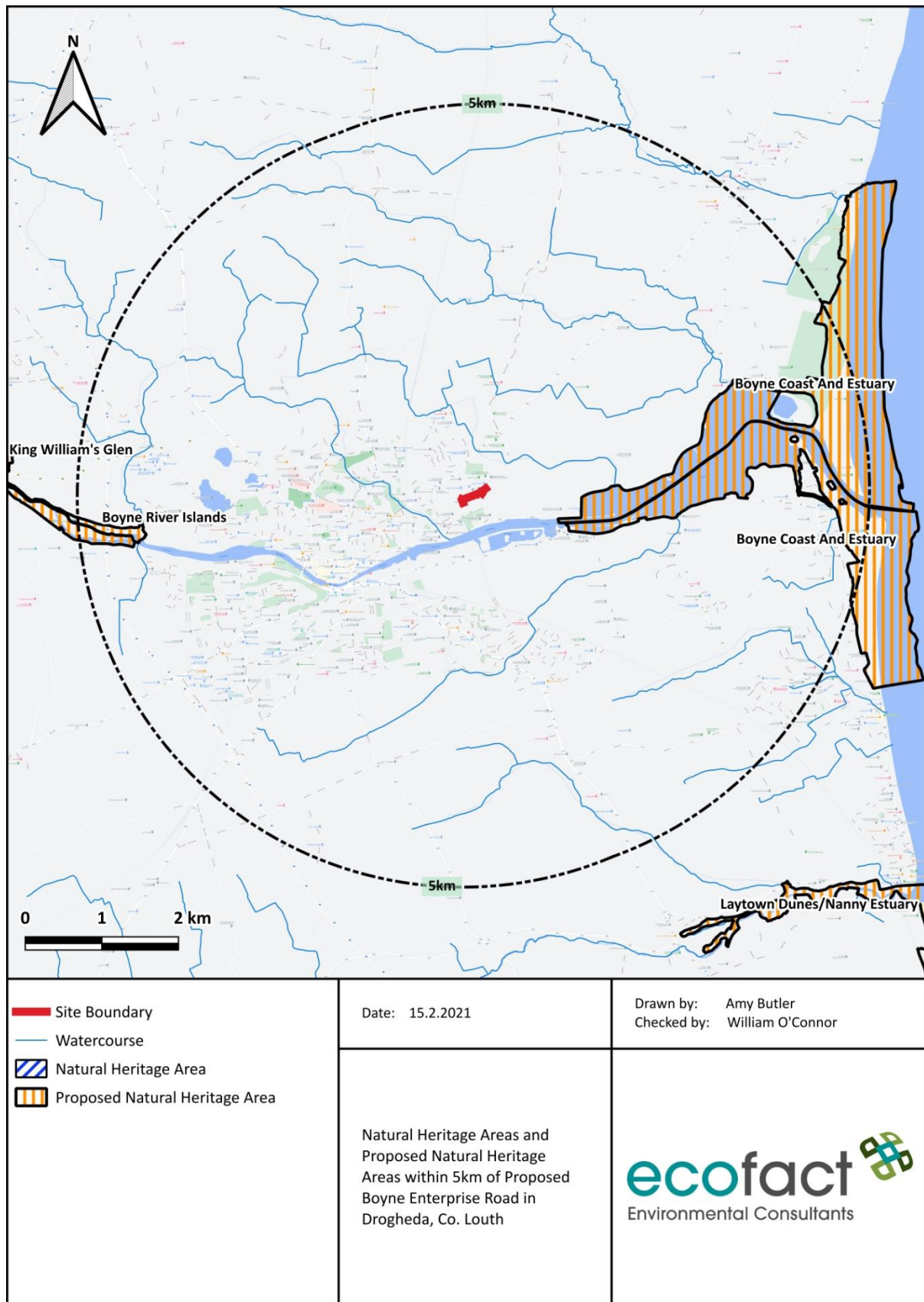
During operation emissions from traffic will be expected. No significant increase in existing levels in the area is expected as it is a small road section connecting roads and sites that are already in operation. The proposed road is not expected to result in any significant increase in traffic levels and associated emissions.

#### 4.3.2 Use of Natural Resources, in particular Soil, Land, Water and Biodiversity

Natural resources can be expected to be used for the construction of the development as sources of fuel and energy and road and footpath surface materials etc. No unusual or excessive use of natural resources is anticipated for the small scale project. The proposed land-take area for the project is small and comprises low quality land as the site is not of particular importance in terms of biodiversity and ecology. It is noted that some trees may need to be removed for the proposed development. The trees at the site appear to be mostly immature trees, planted along the road side which are of little ecological significance given the urban setting and disturbance levels. New vegetation will likely be planted in landscaping along the proposed road.



**Figure 4** Natura 2000 sites within 15km of the proposed Boyne Enterprise Road in Drogheda, Co. Louth.



**Figure 5** Natural Heritage Areas and Proposed Natural Heritage Areas within 5km of the proposed Boyne Enterprise Road in Drogheda, Co. Louth.



## **5. EIAR SCREENING**

### **5.1 Screening for Mandatory EIAR**

The proposed development is a small scale development comprising a road of approximately 350m in length. The proposed road is located in a busy industrial area. The proposed Boyne Enterprise Road will run between existing business parks linking two existing roads. There are no sensitive watercourses or Natura 2000 sites on the proposed development site.

The proposed development has a small footprint and does not fall under any category in Schedule 5 (10) of the Planning and Development Regulations (2001) for Mandatory EIAR. Therefore, the proposed development does not trigger a requirement for mandatory EIAR.

### **5.2 Screening for Sub-threshold EIAR**

Development projects which are below the threshold of requiring an EIAR as set out in Schedule 5 of the Planning and Development Regulations 2001 (as amended) may still require an EIAR. Schedule 7 of the Regulations details the criteria that the planning authority must consider in determining whether a sub-threshold EIAR should be undertaken. This schedule is a direct transposition of Annex III of EU Directive 2011/92/EU. The EU Directive 2014/52/EU provides a revised Annex III and its transposition into national legislation is mandatory. Accordingly, Table 1, attached, provides screening statement of the proposed development against the Annex III criteria of 2014/52/EU. These criteria come under three broad headings; Characteristics of projects; Location of Projects; and Types and characteristics of the potential impact. Based on the information provided in accordance with Annex IIA and Annex III of the 2014 Directive, it is considered that a sub-threshold EIAR is not required for the proposed development, as adequate measures are in place to avoid, reduce or mitigate likely impacts, such that neither the construction nor operational phase of the overall development will have a significant negative impact on the environment.



**Table 1** Screening for sub-threshold EIAR for the proposed Boyne Enterprise Road in Drogheda, Co. Louth.

Criteria for assessment of EIA sub-threshold	Construction Impacts	Operational Impacts	Conclusion
<b>A Characteristics of proposed development</b> The characteristics of the proposed development, in particular			
- the size and design of the whole project	<p>The project is a small scale development, comprising less than 0.5km of a proposed road in a developed industrial area. A CEMP including standard best practice procedures to be implemented is considered sufficient to manage potential minor impacts from the construction.</p> <p>The small-scale development is expected to be easily managed and have no significant negative impacts.</p>	<p>During the Operational Phase the proposed development will comprise a small road providing improved access and road connectivity across a small section of a built-up industrial area. The operational phase of the proposed development is compatible with the surrounding environment.</p> <p>No significant impacts expected.</p>	No significant negative impacts.
- cumulation with other existing and / or proposed development	The proposed road is considered a very minor and small scale development in the context of the industrial setting. It is not considered to add significantly to any other projects in the area.	The proposed development is small in scale. It provides a small section of interconnecting road and access between existing roads and existing industrial parks / facilities. It is not considered to add any significant impact to the other existing or potential future developments.	
- the use of natural resources, in particular land, soil, water and biodiversity	<p>Energy, including electricity and fuels, will be required during the construction phase. The construction process will require the provision of mineral aggregates for the road surface. No out of the ordinary use of natural resources is likely during the construction process of the small scale development.</p> <p>No significant negative impacts are anticipated.</p>	<p>The area of land used for the proposed development is very small in size and located among existing industrial developments. The site is not of particular value for other purposes and of any other importance in terms of natural resources.</p> <p>No significant negative impacts are likely.</p>	No significant negative impacts.
- the production of waste	<p>Waste will be generated during the construction phase related to removal of existing concrete / tarmac and road / pedestrian infrastructure at the ends of the proposed road along with other general construction waste. A CEMP including standard best practice procedures is considered sufficient to ensure appropriate waste disposal and management is implemented.</p> <p>No significant negative impacts are anticipated.</p>	No increase in waste production is expected to arise from the proposed road.	No significant negative impacts.
- pollution and nuisances	Nuisance impacts can be expected from the construction phase, relating to the production of	There is not expected to be any increase in pollution or nuisances from the operation of the	No significant negative impacts.



Criteria for assessment of EIA sub-threshold	Construction Impacts	Operational Impacts	Conclusion
	<p>dust, noise and vibrations. There is no watercourse or other specific environmental sensitivities at the site. However, there should be cognisance of potential contamination of surface run-off with chemicals / materials present during construction.</p> <p>A CEMP including standard best practice procedures to be implemented is considered sufficient to manage potential minor impacts from the construction sufficient to minimise the impacts of minor pollution and disturbance risks associated with the construction phase.</p> <p>No out of the ordinary impacts are expected.</p>	<p>proposed development. Traffic emissions from vehicles using the road is expected but this is not considered to be any significant increase to traffic in the immediate vicinity where the surrounding roads and industrial properties are in use. The proposed development would simply be providing a more efficient route for existing traffic around the industrial facilities.</p> <p>No significant negative impacts should be expected.</p>	
<p>- the risk of major accidents and / or disasters which are relevant to the project concerned, including those caused by climate change, in accordance with scientific knowledge</p>	<p>Strict compliance with building regulations and environmental controls is expected to be exercised. No major accidents are foreseen.</p> <p>No significant negative impacts are likely.</p>	<p>The proposed development consists of a small stretch of road around an industrial area – anticipated traffic speeds are not expected to be dangerously high. The proposed road will provide efficient road connectivity and safe access to the existing surrounding industrial developments.</p> <p>No significant negative impacts are likely.</p>	<p>No significant negative impacts.</p>
<p>- the risks to human health (for example due to water contamination or air pollution).</p>	<p>Normal measures to mitigate any likely impacts associated with noise, dust or pollution from the construction process is expected to be implemented during the proposed works.</p> <p>No significant negative impacts should be expected.</p>	<p>No major increase in the existing traffic level within the area is expected to arise from the proposed small road development. The proposed development would be providing improved access and connectivity for existing traffic around the industrial facilities.</p> <p>No significant negative impacts should be expected.</p>	<p>No significant negative impacts.</p>
<p><b>B Location of proposed development</b>  <b>The environmental sensitivity of geographical areas likely to be affected by the proposed development, with particular regard to:</b></p>			
<p>- the existing and approved land</p>	<p>The proposed development is in the urbanised</p>	<p>The proposed development is in the urbanised</p>	<p>No significant negative</p>



Criteria for assessment of EIA sub-threshold	Construction Impacts	Operational Impacts	Conclusion
use	<p>area of Drogheda. The setting of the proposed development is among busy industrial parks. The proposed development is a small connecting road between existing roads among operating industrial facilities. The proposed development is an appropriate addition to the industrial area.</p> <p>No significant impacts are likely.</p>	<p>area of Drogheda. The predominant land-use is industrial. The proposed road will connect existing roads and accesses to the existing industrial parks and properties. The development is compatible with the land-use of the area.</p> <p>No significant adverse impacts are likely.</p>	impacts.
<p>- the relative abundance, availability quality and regenerative capacity of natural resources (including soil, land, water and biodiversity) in the area and its underground;</p>	<p>The proposed land-take area is small and comprises low quality land in terms of biodiversity and ecology. It is noted that some trees are likely to be removed for the proposed development. The trees at the site are mostly immature trees, planted along the road side which are of little ecological significance given the urban setting and industrial surroundings. The proposed site is a suitable resource for the proposed development.</p> <p>No significant negative impacts regarding natural resources are likely.</p>	<p>The land on which the proposed development is located is not of particular value in terms of natural resources. The land is of no ecological importance given its location in the built-up industrial area. The subject site is suited to the proposed development. New vegetation could be planted for landscaping along the proposed road which would benefit the current limited vegetation at the site.</p> <p>No significant impacts in relation to natural resources are likely.</p>	No significant negative impacts.
<p>the absorption capacity of the natural environment, paying attention to the following areas:</p> <ul style="list-style-type: none"> <li>a) wetlands, riparian areas, river mouths;</li> <li>b) coastal zones and the marine environment;</li> <li>c) mountain and forest areas;</li> <li>d) nature reserves and parks;</li> <li>e) areas classified or protected under national legislation, Natura 2000 areas designated pursuant to Directives 79/409/EEC and 92/43/EEC;</li> <li>f) areas in which there has already been a failure to meet</li> </ul>	<p>(a) The proposed development is not located within any wetlands, riparian areas of river mouths. There is no registered watercourse flowing directly through the site.</p> <p>(b) The proposed development site is located c. 4.9km east of the coastline at Baltray Bay Beach where the River Boyne enters the Irish Sea, the River Boyne is estuarine as it flows c. 350m south of the proposed development, but there is no direct hydrological connection to the estuary.</p> <p>(c) The proposed development is not within or directly connected to any mountain or forest areas. There is no known pathway for impacts on any mountain or forest areas.</p> <p>(d) The proposed development is not within or</p>	<p>The purpose of the proposed development will act in line with the adjacent environment. There are no protected habitats / features of particular conservation concern at the site that are likely to be significantly impacted. Suitable landscaping and lighting plans are considered appropriate to protect any natural environment features of value.</p> <p>Appropriate landscaping and lighting designs would be sufficient to prevent any significant negative impacts are likely.</p>	No significant negative impacts.



Criteria for assessment of EIA sub-threshold	Construction Impacts	Operational Impacts	Conclusion
<p>the environmental quality standards laid down in Union legislation and relevant to the project, or in which it is considered that there is such a failure;</p> <p>g) densely populated areas,                      h) landscapes and sites of historical, cultural or archaeological significance.</p>	<p>directly connected to any nature reserves or parks. There is no known pathway for impacts on any nature reserves or parks.</p> <p>(e) The subject site is not within any protected habitats. The nearest protected area is the River Boyne and River Blackwater SAC (002299), located c. 360m south of the proposed development. The Boyne Estuary SPA (004080) is located c. 500m south of the proposed development. There is no direct hydrological connection to these designated sites associated with the River Boyne.</p> <p>(f) There are no areas associated with the development in which there has already been a failure to meet the environmental quality standards laid down in Union legislation and relevant to the project, or in which it is considered that there is such a failure.</p> <p>(g) Nuisance impacts relating to noise, vibrations and dust may impact the immediate locality on a short-term basis. The surrounding land-use is industrial. Given the existing disturbance levels in the area implementation of CEMP with standard best practice procedures will sufficiently control such negative impacts to an insignificant level.</p> <p>(h) There are no national monuments or features of special architectural interest within the proposed site.</p>		
<p><b>C Type and Characteristics of potential impacts</b>                      The likely significant effects of projects on the environment must be considered in relation to criteria set out under paragraphs 1 and 2 of this Annex, with regard to the impact of the project on the factors specified</p>			



Criteria for assessment of EIA sub-threshold	Construction Impacts	Operational Impacts	Conclusion
<p><b>in Article 3(1), taking into account:</b></p> <ul style="list-style-type: none"> <li>- the magnitude and spatial extent of the impact (for example geographical area and size of the population likely to be affected)</li> </ul>	<p>The proposed development is small in size and is located in a built-up industrial area. During construction there will be some minor short term disturbances in the immediate proximity of the development, typical of works of this nature. Potential impacts are considered to be easily managed and minor given the setting and the project scale in the context of the surrounds.</p> <p>No significant negative impacts are envisaged.</p>	<p>The proposed development comprises a small road section that would be providing improved access and connectivity for existing traffic around the industrial facilities. It is a small scale development that is not expected to cause adverse impacts in the area during operation.</p> <p>No significant negative impacts are likely.</p>	<p>No significant negative impacts, as the development is small in scale relative to the existing infrastructure in the area and fits into the context of the surrounding environment.</p>
<ul style="list-style-type: none"> <li>- the nature of the impact;</li> </ul>	<p>The nature of the impacts from the construction phase, are related to run-off, nuisance through noise and air pollution and invasive species. A CEMP including standard best practice measures is expected to easily manage and minimise these impacts during works, including detailing the removal of invasive species (Butterfly –bush <i>Buddleja davidii</i>) and preventing spread of same.</p> <p>No significant negative impacts are anticipated with standard best practice procedures being adhered to for the construction phase.</p>	<p>The proposed development is a small scale development that is expected to have a positive impact at the site by improving road interconnectivity and site accessing.</p> <p>There are no adverse impacts of the proposed development's operation anticipated.</p>	<p>Some minor impacts during construction otherwise no significant negative impacts to the area as the development is compatible with the existing infrastructure of the area.</p>
<ul style="list-style-type: none"> <li>- the transboundary nature of the impact</li> </ul>	<p>Some minor nuisance impacts such as noise and vibrations may affect the immediate surrounds but with the small scale of the proposed development this will be limited and relatively localised.</p> <p>There are no significant construction phase transboundary impacts anticipated.</p>	<p>There are no significant negative transboundary impacts anticipated from the operational phase of the proposed development.</p>	<p>No significant transboundary impacts.</p>
<ul style="list-style-type: none"> <li>- the intensity and complexity of the impact</li> </ul>	<p>The intensity and complexity of the construction phase is minor and in keeping with modern construction projects.</p> <p>No significant negative impacts are likely.</p>	<p>The operational phase of the proposed development is not expected to have any intense or complex adverse impacts. The development is expected to improve the current situation in terms of road interconnectivity and access to existing facilities in the area.</p>	<p>The development is not of an intensity and/or complexity level that would have significant negative impacts.</p>
<ul style="list-style-type: none"> <li>- the probability of the impact</li> </ul>	<p>It is likely that some level of construction impacts will occur. Appropriate best practice procedures</p>	<p>The operational phase of the project will impact the area to relatively small extent but it is</p>	<p>Some negative impacts are probable but are</p>



Criteria for assessment of EIA sub-threshold	Construction Impacts	Operational Impacts	Conclusion
	<p>during construction would ensure that these impacts would be appropriately managed and controlled. Anticipated impacts are considered to be minor, localised and short-term.</p>	<p>considered to be a positive impact. It is expected that the proposed development will improve road interconnectivity and access around the industrial properties in the vicinity.</p>	<p>expected to be limited to the immediate proximity, short-term and imperceptible.</p>
<p>- the expected onset, duration, frequency and reversibility of the impact.</p>	<p>The construction impacts will not commence until all relevant permission are obtained for the proposed development; the proposed works are expected to be short term. Works will be restricted to standard hours of operation. Any impacts from the construction phase are expected to be short-term and no permanent negative impacts are anticipated.</p> <p>No likely significant negative impacts.</p>	<p>The road will be in operation on an ongoing basis. The development is considered a long-term/permanent infrastructural development. It is considered an upgrade / improvement to the existing infrastructure and a beneficial addition to the existing industrial developments in the vicinity.</p> <p>No permanent negative impacts are anticipated.</p>	<p>Construction impacts will be short-term, minor and not permanent. Significant adverse operational phase impacts are unlikely.</p>
<p>- the cumulation of the impact with the impact of other existing and/or approved projects;</p>	<p>The proposed road is considered a very minor and small scale development in the context of the industrial setting. It is not considered to add significantly to any other projects in the area.</p>	<p>The proposed development is small in scale. It provides a small section of interconnecting road and access between existing roads and existing industrial parks / facilities. It is not considered to add any significant impact to the other existing or potential future developments.</p>	<p>The proposed small scale development is unlikely to make a significant contribution to other negative impacts in the area.</p>
<p>- the possibility of effectively reducing the impact.</p>	<p>The proposed development is small and no out of the ordinary impacts are anticipates. Normal nuisance construction impacts are expected to occur during the proposed development related to noise, dust and traffic etc.. The impacts are expected to be minor and easily managed and kept to a minimum with a CEMP including standard best practice procedures to be implemented.</p>	<p>No significant adverse impacts are anticipated during the operational phase of the proposed development that would not be easily mitigated with appropriate project design. The inclusion of suitable landscaping and lighting plans along the proposed road may be of benefit and enhance the site.</p>	<p>Impacts are expected to be minor and easily minimised with a suitable CEMP following standard best practice and procedures along with incorporation of suitable lighting and landscaping into the design. This will effectively manage and reduce any impacts.</p>



## 6. EIAR SCREENING CONCLUSION

This report has been prepared to allow the Competent Authority (CA) to prepare an EIAR Screening Conclusion Statement. The report has assessed the potential impact of the proposed development on the environment. The proposed development does not fall under any category within Schedule 5 (10) of the Planning and Development Regulations (2001) for Mandatory EIAR. The screening exercise has been completed in this report and the methodology used has been informed by the available guidance, legislation and directives.

The EIAR Screening Assessment has determined that a sub-threshold EIAR is not required for the proposed Boyne Enterprise Road. The proposed development is considered to be of a relatively small scale and footprint. The location of the proposed Boyne Enterprise Road in the built-up industrial area of Stagreenan, Drogheda is suitable for the proposed development. The proposed road will improve road interconnectivity and site access to existing industrial properties, acting in line with the existing adjacent environment and land-use.

The characteristics and sensitivities of the site and receiving environment are not considered vulnerable to significant adverse effects from the project with the appropriate best practice standards and procedures being implemented throughout the project. The proposed development is small in scale and the site is of no ecological importance. Any negative impacts are minor and are expected to be easily managed and minimised. A CEMP should be developed for the proposed development to incorporate the relevant best practice procedures to be adhered to throughout the construction works. A CEMP is considered sufficient to ensure that the minor potential construction phase impacts, regarding surface run-off, waste generation, invasive species and nuisance impacts such as dust, noise and vibrations will be minimised and effectively reduced to imperceptible. The CEMP will include biosecurity measures to prevent the spread of invasive species and eradicate those already present on site, such as Butterfly-bush *Buddleja davidii*, which not a high-impact invasive species. Landscaping and lighting plans for the proposed development would also help to further minimise negative impacts and could potentially enhance the boundaries along the scheme with vegetation.

A Screening for Appropriate Assessment (AA) has also been undertaken to consider potential impacts on Natura 2000 sites in the locality. The Screening for AA determined that there was no potential for significant impacts on any Natura 2000 site.

Implementing a CEMP that incorporates standard best practice methods and procedures and as well as appropriate landscaping and lighting plans for the project is considered sufficient to prevent significant negative impacts. Overall, at this stage the proposed development is not expected to have a significant negative impact on the environment and does not require a sub-threshold EIAR.



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## REFERENCES

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## PLATES



**Plate 1** Greenhills Business Park located adjacent to the proposed Boyne Enterprise Road at the eastern end of the site.



**Plate 2** Section of the existing road onsite with metal boundary fence and encroaching bramble along the edges.



**Plate 3** Vacant section in the middle of the proposed development site, consisting of overgrown disturbed ground – the invasive species, Butterfly bush *Buddleja davidii*, is present (left in image).



**Plate 4** The Newtown Link Road and the Mill Enterprise Centre, located at the western end of the proposed Boyne Enterprise Road.



**Plate 5** Low quality hedgerow and a small number of trees situated between the existing Hilton Foods Ireland and The Mill Enterprise Center premises.



**Plate 6** An overflow gravel car park section of the proposed development site, located at the western end of the propose Boyne Enterprise Road.