



Comhairle Contae **Lú**
Louth County Council

BOYNE ENTERPRISE ROAD EXTENSION
PART 8 PLANNING REPORT

LOUTH COUNTY COUNCIL



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1. INTRODUCTION

1.1 Project Background

This report supports the Part 8 planning application for the Boyne Enterprise Centre Road Extension project in Newtownstalaban Drogheda, Co. Louth.

This is an industrial and commercial area located within the jurisdiction of Louth County Council, between the Newtown Meadows Rd (L-77023-201) and the Newtown Road (L-16731-101) in Newtownstalaban Drogheda, Co. Louth. The lands are bounded by the Boyne Business Park to the northeast and the Mill Enterprise Centre to the south. Between these two roads there is an existing section of road that provides access to the Newport Business Park named Boyne Enterprise Road. The proposed scheme is to carry out an extension of the existing Boyne Enterprise Road to connect the Newtown Meadows Rd (L-77023-201) and the Newtown Road (L-16731-101) and provide better connectivity for the commercial business.

The proposed scheme has the advantage that all existing roads will remain connected without altering traffic flow. An extension road will be created that will allow pedestrian and vehicular access to the parks under safer applicable standards.

As part of the project, a multi-criteria analysis was undertaken in accordance with the Department of Transport Tourism and Sports (DTTAS). 'Appraisal Guidelines for Regional and Local Roads Capital Projects'. The options developed were agreed with Louth County Council prior to the assessment being undertaken. The extent of the analysis fell under section 4.5 of the DTTAS appraisal guidelines, Stage 1 – Preliminary Appraisal. The analysis for this stage of design included:

- ▶ *Completion of a Preliminary Appraisal Form*
- ▶ *Completion of the Preliminary Multi Criteria Analysis*
- ▶ *Total Project Budget Sheet*

All documents listed above were included as part of the option assessment in an Options Selection Report.

1.2 Site Location

The site is located within the jurisdiction of Louth County Council, between the Newtown Meadows Rd (L-77023-201) and the Newtown Road (L-16731-101) in Newtownstalaban Drogheda, Co. Louth as shown in Figure 1.



Figure 1. Site Location

The proposed new section of carriageway will be constructed on lands in the ownership of Louth Co. Council.

An overview of the site can be found in Part 8 Drawings included in Appendix A.



2. PLANNING AND DEVELOPMENT CONTEXT

From a review of the Louth County Development Plan 2015 - 2021, the Boyne Enterprise Centre Road Extension and associated road realignment and safety improvement works is consistent with the Louth County Council policy objective to create and facilitate sustainable economic growth in Drogheda.

As per the Louth County Development Plan 2015 – 2021 and the Drogheda Borough Council Development Plan 2011 - 2017, the following Development Plan Policies and Objectives are relevant to this project.

2.1 Louth County Development Plan 2015 - 2021 (as amended)

- ▶ **Policy TC 3** - To promote land use planning measures which aim for coordination and integration between land use and transport throughout the County, thereby maximising the potential of the County's transportation network and encouraging travel by public transport, walking and cycling.
- ▶ **Policy TC 6** - To adhere to the principles contained within the guidance document, Design Manual for Urban Roads and Streets (2013) Department of Transport, Tourism and Sport (DTTS)/ Department of the Environment, Community and Local Government (DECLG).
- ▶ **Policy TC 12** - To apply the visibility standards and vehicle dwell area requirements as set out in Tables 7.4 and 7.5 in accordance with the National Roads Authority Design Manual for Roads & Bridges (DMRB) for the national road network and to ensure that the standards set out in the Design Manual for Urban Roads & Streets (DMURS) apply to all urban roads & streets.

2.2 The operative Plan for Drogheda

- ▶ **Strategic Objective 5** - Provide a sustainable transportation system for Drogheda and its environs to secure successful integration of land use and for the convenience of the public.
- ▶ **Policy TR 3** - Implement the key strategies and actions identified in the Drogheda Transportation Study, 2006.



- ▶ **Policy TR 5** - All development proposals which impact upon the road network or vehicular movements therein shall be subject to the Traffic Management Guidelines 2003 issued by the Department of the Environment, Heritage and Local Government (DoEHLG) and Dublin Transportation Office and National Roads Authority Guidelines (NRA).



3. ALTERNATIVES CONSIDERED

3.1 Alternative Options

As part of the scope of the report, a total of three options were assessed for the proposed road extension. All options are outlined below:

- *Option 1 - “Priority Junctions Mitigation”*

The Option 1 would involve realigning and repositioning the Boyne Business Park Junction at Newtown Road (L-16731-101) and block the access to the Mill Enterprise Centre in Newtown Meadows Rd (L-77023-201) to link 150m approximately of new road. It is proposed to relocate the access to the Mill Enterprise Centre at the new extension of the road in order to comply with applicable standards.

- *Option 2 - “Closing Road L-16731-101”*

Option 2 proposes to close the L-16731-101 from the entrance to the Boyne Enterprise Centre to the junction with the Newtown Link Road. This section of road will then be proposed to provide a two way cycle way that serves the workers and users who use the road. Proposed works on the junction with the Mill Enterprise are the same as proposed in Option 1.

- *Option 3 - “Do Minimum”*

The Option 3 is the do minimum option, since it proposes to maintain the existing configuration at the entrance to the Boyne Enterprise Centre and the road alignment along the L-16731-101 and only integrate the extension of the road. This option is a disadvantage by not meeting current design standards.

- *“Common Measures”*

Irrespective of the above, the following should also be considered:

- ▶ *Tactile paving should be added to all pedestrian crossings*
- ▶ *Renovation of Road Markings and signage.*
- ▶ *The implementation of raise tables over the Boyne Enterprise Extension.*



3.2 Assessment of Options

There is a main criteria under which the options were assessed and given a scoring. The main criteria are listed in Table 1 below.

Main Criteria:	Sub Criteria:
Economy	Transport Efficiency and Effectiveness
	Wider Economic Impact
	Transport Reliability and Quality
Safety	Collision Reduction (PIA/mvkm)
	Security
Environment	Air quality
	Noise and Vibration
	Landscape and Visual Qty
	Biodiversity
	Cultural, Archaeological , Architectural Heritage
	Land Use
	Water Resources
	Landfill
Accessibility and social inclusion	Vulnerable groups
	Deprived Geographical area
Integration	Transport Objectives
	Land Use Integration
	Geographic Integration
	Integration with other Government Policies
Physical Activity	Opportunities for pedestrians and cyclists

Table 1 – Main Criteria Table

A score value of between 1 and 7 was provided for each option against all of the criteria. The range of scoring was determined by the level of impact of the option under each criteria:

- ▶ Major or highly negative – 1 points;
- ▶ Moderately negative – 2 points;
- ▶ Minor or slightly negative – 3 points;



- ▶ *Not significant or Neutral – 4 points;*
- ▶ *Minor or slightly positive – 5 points;*
- ▶ *Moderately Positive – 6 points; and*
- ▶ *Major or highly positive – 7 points.*

3.3 Preferred Option

Following the assessment, Option 1 was determined as the preferred option to meet the needs of the project. The proposed redesign of the entrance to the Boyne Enterprise Centre and the junctions between the access road and the L-16731-101 and Newtown Link Road will improve the safe road operation for both traffic and vulnerable users and will bring the road infrastructure in line with current road design standards. This can be seen reflected in the results of the Multi Criteria Analysis since Option 1 has a better score than the other two options, as is shown in the Results Table 2 overleaf:

Main Criteria	Options		
	Option 1	Option 2	Option 3
Economy	Moderately +	Slightly -	Neutral
Safety	Highly +	Slightly +	Slightly -
Environment	Neutral	Neutral	Neutral
Accessibility and Social Inclusion	Slightly +	Slightly +	Slightly +
Integration	Neutral	Neutral	Neutral
Physical Activity	Slightly +	Highly +	Neutral
Combined MCA Scoring (See Appendix C)	97	89	86

Table 2 – Results Table

Overall, **Option 1 - Priority Junctions Mitigation** scored the most points as a result of the following:

- ▶ *This option would achieve the highest level of safety for vulnerable road users by providing dedicated pedestrian crossing facilities and full control of all vehicle movements.*

Therefore, the option that was progressed and is part of this accompanying planning statement is the Option 1 - Priority Junctions Mitigation Option.



4. CONSULTATION

4.1 Statutory Bodies

Regular meetings occurred with Louth County Council (the Client). These meetings consisted of progress updates, highlighting any issues that arose. There have been no issues in relation to the works to date.

Submissions or observations with respect to the proposed development, dealing with the proper planning and sustainable development of the area in which the development would be situated, clearly marked “Boyne Road Extension – Newtownstalaban, Drogheda , County Louth” may be made in writing to the undersigned at Louth County Council, Town Hall, Crowe Street, Dundalk, before 5.00 pm on Wednesday 30th June 2021.

The landowners adjacent to the proposed scheme have been consulted/informed during the design development stages.



5. EXTENT OF PROPOSED WORKS

5.1 Existing Site Layout

The existing Boyne Enterprise Road has a cross-section width of 7.0m road and 2.0m footpaths on both sides. Newtown Road is the main transport artery through the local area and would be defined as a Link Road as per Table 3.1 of the Design Manual for Urban Roads and Streets (DMURS). Outside the vicinity of the Boyne Business Park is the existing junction of both roads which does not comply with minimum safety standards in accordance with the Design Manual for Urban Roads and Streets (DMUR's). The current road alignment has a reduced road width which impacts upon driver's visibility.

5.2 Proposed Works Extents

The scope of the proposed works as agreed with Louth County Council shall include the following:

- ▶ *Extending the existing commercial access road adjacent to the Boyne Business Park to the Newtown Meadows Rd (L-77023-201) in Newtownstalaban Drogheda. Include 150m approximately of new road, footpaths, Public lighting, Surface water drainage and attenuation, and all other ancillary works.*
- ▶ *Re-surfacing and realigning existing junction at Boyne Business Park and Newtown Road (L-16731-101).*
- ▶ *Re-surfacing and relocation of existing junction at The Mill Enterprise Centre.*
- ▶ *Provision of 5 uncontrolled pedestrian crossings.*
- ▶ *Provision of 3 raised tables.*
- ▶ *Dropped kerbs & associated tactile paving.*
- ▶ *Renovation of the existing road markings.*
- ▶ *Improved signage along route to detail facilities/services such as DKIT, Rail, Bus, Riverside Walk, etc.*

This proposed layout shall maintain a constant width of the road in order to facilitate pedestrians crossing and improve sightlines thus making for a safer flow of traffic through the junction.

All the aforementioned details are included in Part 8 Drawings contained in Appendix A.



5.3 *Construction Methodology*

All construction activities will be controlled within the construction site. Materials, waste handling and storage will be within confines of the site. Temporary traffic management will be put in place. Vehicles associated with the construction will rest on the worked lane of the road. This lane will be closed off to the public. Pedestrians will have a designated walkway provided. A stop-go system will be in place to direct traffic.

Adequate warning signs will be on display to illustrate the required personal protective equipment (PPE) and risks associated with the works.

5.4 *Access to Site*

The site can be easily accessed via the Newtown Meadows Rd and the Newtown Road. As the works are relatively minor in nature the construction traffic relating to this project is not going to cause any major disruption to Drogheda and Newtownstalaban local traffic provided that appropriate temporary traffic management measures are implemented during the construction phase. All proposed traffic management measures will be agreed in advance with Louth County Council.



6. IMPACT OF PROPOSED WORKS

6.1 Environmental Assessment

An Appropriate Assessment Screening Report (AA), Environmental Impact Assessment Screening Report (EIAR) and an Ecological Impact Assessment Report (EclA) have been prepared. The AA Screening Report is included in Appendix B, the EIAR Screening Report is included in Appendix C and the EclA Report is included in Appendix D.

The AA screening concluded that there is no potential for direct, indirect and cumulative impacts on the Natura 2000 network arising from the proposed Boyne Enterprise Road in Drogheda. It has been concluded that no specific mitigation measures are required to prevent the proposed development from adversely affecting any Natura 2000 sites. Therefore, a Natura Impact Statement is not required for the proposed development.

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 EclA Report Assessment has noted that a stand of Butterfly Bush *Buddleja davidii*, an invasive species, was observed onsite during the survey. This is not a high impact invasive species but it does pose a risk of medium level impacts. The use of standard best practice procedures and adherence to NRA guidelines (NRA, 2010) should be implemented during the proposed construction works and are considered sufficient to prevent the spread of the invasive plant. There are no habitats on the site that are considered to be of any significant ecological importance based on the current site survey. The site is considered to be of low ecological value.



7. CONCLUSION

The proposed Boyne Enterprise Road Extension will improve road interconnectivity and site access to existing industrial and commercial properties, acting in line with the existing adjacent environment and land-use in the Drogheda area. From a road safety and local access perspective, it is necessary to realign the existing junction with the L-16731-101 in accordance with the Design Manual for Urban Roads and Streets (DMUR's). This is in line with the Louth County Council policy objective to create and facilitate sustainable economic growth in Drogheda as outlined in Section 2 of this Report.

The proposed works will remove the risk of collision at the existing junction in Boyne Enterprise Park. The road realignment works, and junction upgrade will improve the vertical alignment and the forward visibility on the entrance of the Park. The works will also improvement the visibility splays on the junction where the L-16731-101 meets the Boyne Enterprise Road on both the East and West approaches from the L-16731-101. While the installation of roadside safety raise tables along the Boyne Enterprise Road Extension will provide necessary safety measures to remove the hazard associated with the high speed on the road, uncontrolled pedestrian crossings will also be installed for increased user safety.



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APPENDIX A. Part 8 Drawings



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APPENDIX B. Appropriate Assessment Screening Report



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APPENDIX C. Environmental Impact Assessment Screening Report



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*APPENDIX D. Environmental Ecological Impact
Assessment Report*