

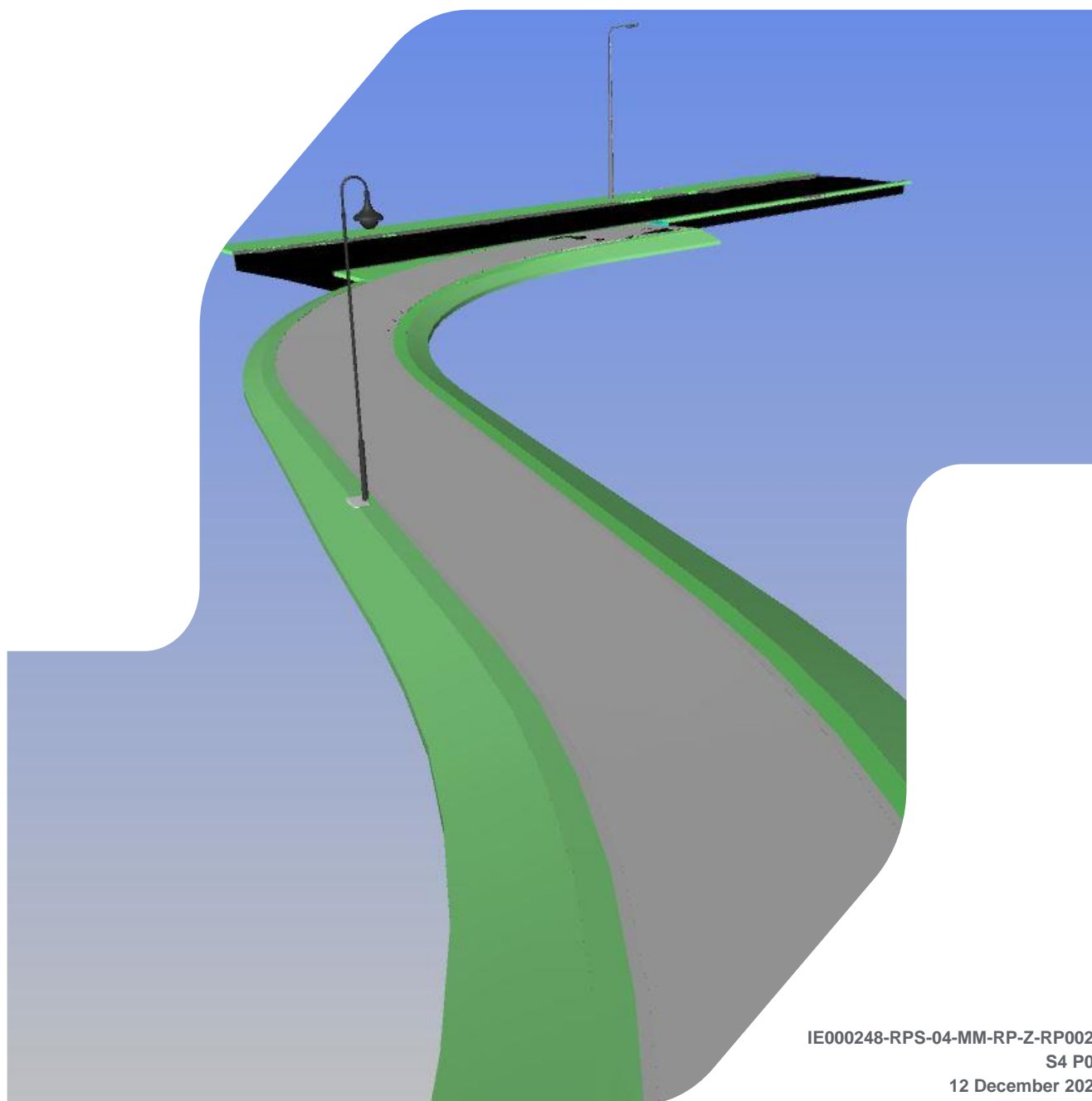


Comhairle Contae **Lú**
Louth County Council



MONEYMORE/CASTLE MANOR PEDESTRIAN LINK

EIA Screening Report



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EIA SCREENING REPORT

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Prepared by:

RPS

Prepared for:

Louth County Council

Dublin | Cork | Galway | Sligo | Kilkenny
rpsgroup.com

RPS Group Limited, registered in Ireland No. 91911
RPS Consulting Engineers Limited, registered in Ireland No. 161581
RPS Engineering Services Limited, registered in Ireland No. 99795
The Registered office of each of the above companies is West Pier
Business Campus, Dun Laoghaire, Co. Dublin, A96 N6T7



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1 INTRODUCTION

RPS was commissioned by Louth County Council (The Applicant) to prepare an Environmental Impact Assessment (EIA) Screening Report to accompany a planning application for the upgrade of an existing informal pedestrian route (hereafter referred to as 'the proposed development') between the Castle Manor and Moneymore housing estates, north of Drogheda Town Centre.

The primary objective of the proposed development is to upgrade an existing informal pedestrian route linking the two housing estates, to create a formal permanent footpath between the two estates and to facilitate access to and from schools along Ballymakenny Road and the wider area.

A separate Appropriate Assessment (AA) screening has been undertaken to determine whether the Proposed Development is likely to have a significant effect on any European site (i.e., Natura 2000 Sites), in view of the sites' conservation objectives; this will also accompany the planning application.

1.1 Scope and Purpose of the Screening Report

Under EU and Irish legislation (detailed in Section 3.1), an EIA is required for certain prescribed projects - those that are likely to have significant effects on the environment, by reason of their nature, extent or location.

The purpose of this report is to firstly ascertain whether or not there is a legal requirement to undertake an EIA for the proposed development. Secondly, this report will consider the likely significant effects of the proposed development on the environment and advise if an EIA is required or not.

As per the Environmental Protection Agencies (EPA's) guidance, a significant effect is defined as "*An effect which, by its character, magnitude, duration or intensity alters a sensitive aspect of the environment*" (EPA, 2022).

The EIA Screening Report presents the information required to inform the determination on the requirement for EIA to be made by the Competent Authority (Louth County Council (LCC)). This includes information on the characteristics of the project, its likely significant effects on the environment as well as a description of measures envisaged to avoid or prevent what might otherwise have been significant adverse effects on the environment, having regard to the information requirements listed in Annex II.A and Annex III of Directive 2014/52/EU.

This EIA Screening Report is set out as follows:

- Section 1 – Introduction;
- Section 2 – The Proposed Development;
- Section 3 – EIA Legislative Context;
- Section 4 – Methodology for EIA Screening;
- Section 5 – Screening Evaluation for Sub-Threshold Development; and
- Section 6 – Conclusion.

2 DESCRIPTION OF THE PROPOSED DEVELOPMENT

2.1 Background

The proposed development is located between the Moneymore housing estate and Castle Manor housing estate. The proposed development will create a formal permanent footpath between the two housing estates, facilitating access to and from schools along the Ballymakenny Road and wider area. Castle Manor residential estate has a posted speed of 30km/h, with illuminated public footpaths along both sides of the road. The Moneymore residential housing estate is connected to a number of other housing estates along the Twenties Lane. It currently has no convenient access to schools along Ballymakenny Road. Pedestrians are observed to be using the existing informal route north of Boyne Rugby Football club pitch to access schools and other facilities in the area.

2.2 Site Location

The proposed development is located north of Drogheda town centre, between the Moneymore housing estate and Castle Manor housing estate. The location of the site can be seen below in **Figure 2-1** and **Figure 2-2**.

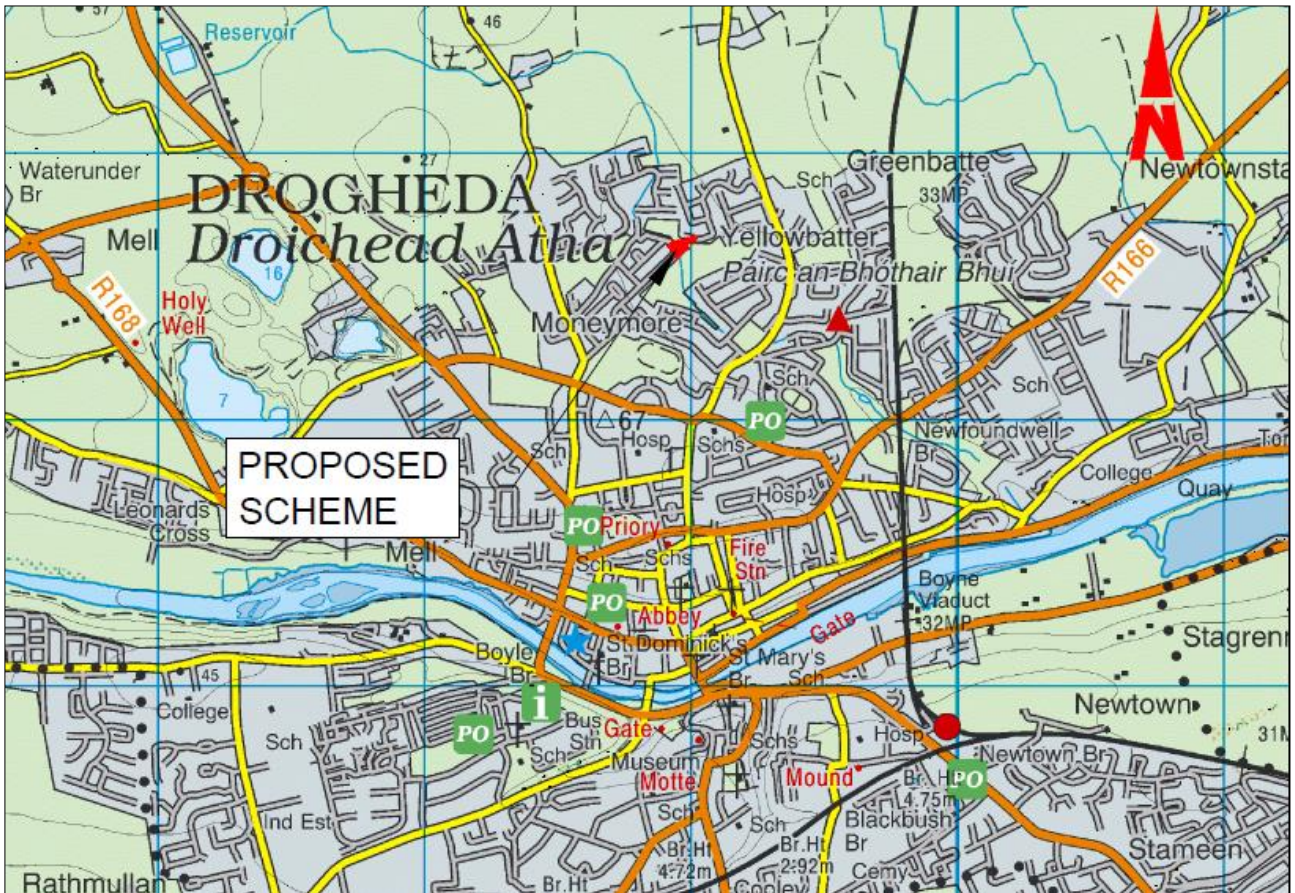


Figure 2-1: Proposed Project Location (Relative to Drogheda, Co. Louth).

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Figure 2-2: Site Location

2.3 Environmental Setting

The proposed development is located in a suburban/residential area and incorporates areas within and between the Moneymore and Castle Manor housing estates, and land from Boyne Rugby Football Club. The proposed development area is currently in use as an informal pedestrian route between two housing estates.

The site is located approx. 1.5 km north of Drogheda Town Centre, Co. Louth, and consists predominantly of Amenity grassland (improved), Dry meadows and grassy verges, Buildings and artificial surfaces, Hedgerows, and Drainage ditches habitats. None of these habitats correspond with any Annex I habitat (as listed on the EU Habitats Directive) or have the potential to provide an *ex-situ* function to any qualifying interests (QIs) or special conservation interests (SCIs) of European Sites.

The Tullyeskar River is culverted beneath the proposed project area. This river merges into the River Boyne, and the River Boyne and River Blackwater SAC (approx. 2km downstream of the proposed project area).

Given the scale of the works, being small in nature, it is envisaged that all compound and site storage requirements will be small and can be facilitated within the grassed area of the site extents on the Moneymore estate side, with no impact to hedgerows, trees or any other loss of vegetation as a result of the site compound. All grassed areas will be fully reinstated on completion of the works.

2.4 Proposed Development

The proposed development comprises a typical 2m wide concrete footpath of approximately 69m in length with a chicane control system to discourage motorbikes using the path. Road crossing points are provided on both ends of the path. Land take is required for the following two affected landowners:

- Boyne Rugby Football Club; and
- Castle Manor Housing Estate.

This land will be acquired through a formal Compulsory Purchase Order (CPO). All existing trees within the proposed development site extents will be retained. An area of approximately 194m² of low shrubs and overgrown vegetation will be removed. The proposed footpath will be constructed atop a new embankment, featuring standard side slopes of 1 in 5 gradient. Where site extents are restricted, a 1:1 side slope is required, which will have fencing provided along the top of the embankment for safety purposes. New grass verges are to be provided along the verge and on the embankment slopes.

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A new 750mm diameter piped culvert is proposed to traverse the existing sub-standard crossing, connecting to the culverted Tullyeskar River to the immediate south of the Proposed Project area. A 300mm deep grassed swale will be placed along the northern toe of the new embankment and outfall to the existing ditch to compensate fluvial flooding. The existing ditch will also be regraded and reprofiled to ensure the functionality of the new culvert. All existing gullies along existing roads are being retained. The compound will also be located ≥ 10 m away from any existing drainage ditches, to minimise the risk of hydrocarbons or other pollutants entering any connected watercourses.

Four new 6m lighting columns to be installed along the footpath, with existing lighting retained and protected adjacent to crossing points at either end of the scheme. New grass verges are to be provided along the verge and on the embankment slopes.

It is envisaged that the overall programme for the works will be circa 3 months and will proceed during the summer. No night works are envisaged. **Figure 2-3** below shows the proposed development site layout.

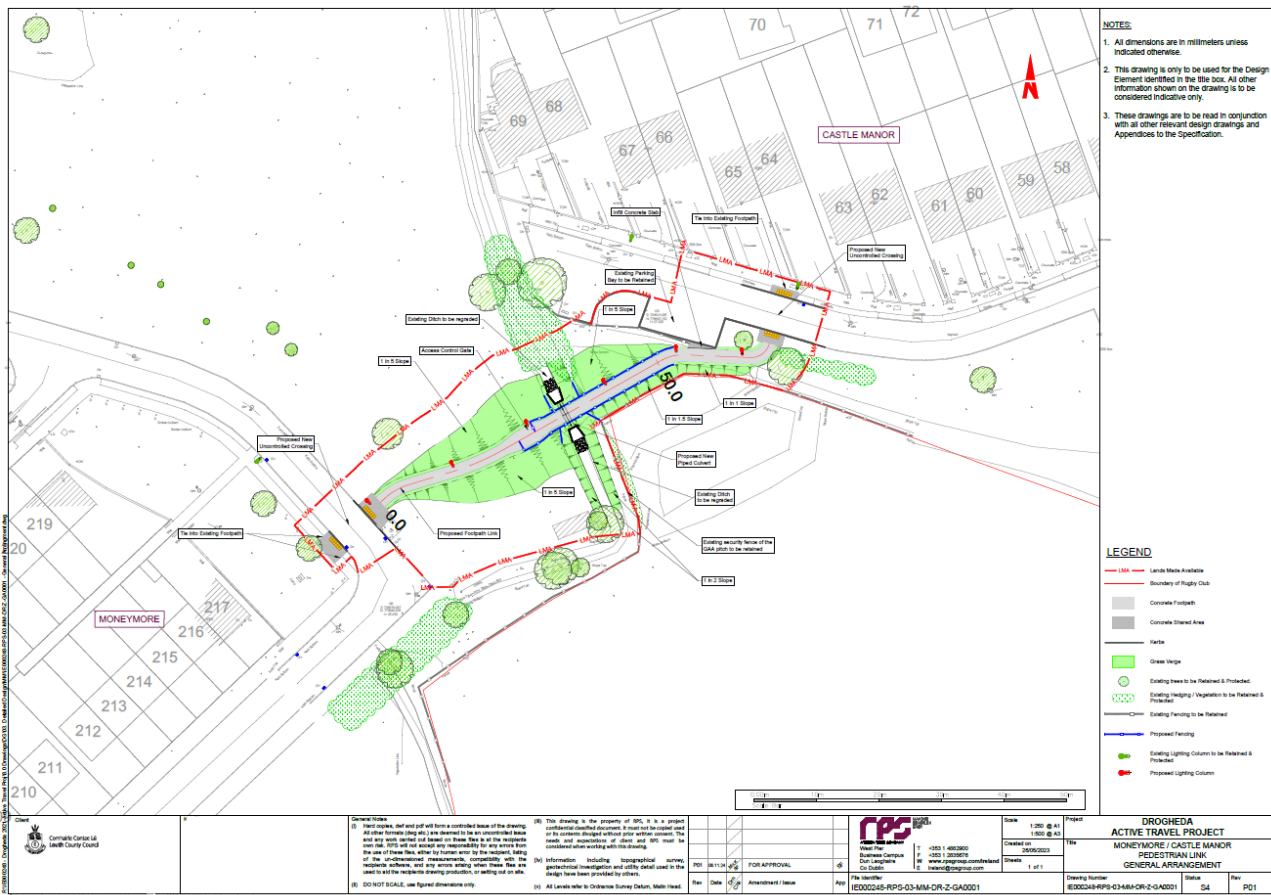


Figure 2-3: Proposed Development Site Layout

3 EIA SCREENING PROCESS

3.1 Legislative Context

3.1.1 EIA Directive

EIA requirements derive from Council Directive 85/337/EEC (as amended by Directives 97/11/EC, 2003/35/EC and 2009/31/EC) and as codified and replaced by Directive 2011/92/EU of the European Parliament and the Council on the assessment of the effects of certain public and private projects on the environment. EIA Directive 2014/52/EU, amends Directive 2011/92/EU (hereafter referred to as the 'EIA Directive').

The primary objective of the EIA Directive is to ensure that projects which are likely to have 'significant effects' on the environment are subject to an assessment of their likely impacts. Such an assessment is to be carried out prior to development consent being granted for projects considered likely to have a significant effect on the environment.

The EIA Directive lists those projects that require a mandatory EIA (Annex I), and those projects for which an assessment must be undertaken to determine if they are probable to result in likely significant effects (Annex II). For Annex II projects, individual Member States can choose to institute specific thresholds or project specific considerations, or a combination of both approaches to arrive at a decision regarding the requirement to undertake an EIA.

Annex II developments that do not exceed the thresholds for the mandatory requirement to prepare an EIA are categorised as sub-threshold and must be assessed on a case-by-case basis to determine whether or not they are likely to have significant effects on the existing environment. The likelihood of a significant environmental effect is the principle matter around which consideration of the requirement for an EIA is based. Annex III, of the EIA Directive, sets out the criteria to be examined when carrying out a sub-threshold assessment. These criteria include the characteristics of projects, location of projects, and type and characteristics of the potential impact.

Therefore, in order for a project to be subjected to an assessment of its environmental effects, in accordance with the procedural requirements of the EIA Directive it must be:

1. A project of a type listed in Annex I; or
2. A project of a type listed in Annex II which either meets thresholds or criteria set by the Member State; or
3. A project of a type listed in Annex II which is under the threshold, but following case by case examination, is likely to have significant effects on the environment.

In the context of planning, the EIA Directive is given effect in Ireland through the Planning and Development Act 2000 (as amended).

3.1.2 Planning and Development Regulations

The legislation relating to the requirement for an EIA for several types of developments is the Planning and Development Act 2000, as amended, and the Planning and Development Regulations 2001, as amended.

Ireland transposed Directive 2014/52/EU into Irish law, the European Union (Planning and Development) (Environmental Impact Assessment) Regulations 2018, came into operation on 1st September 2018. A strengthened screening procedure was one of the key changes introduced by the 2014 Directive. It sets out new information requirements for the developer (Annex IIA) and new selection criteria to be used by the competent authority in making their screening determination (Annex III).

Part 1 of Schedule 5 to the Planning and Development Regulations lists projects included in Annex I of the Directive which require mandatory EIA. Part 2 of the same Schedule outlines thresholds for other projects which also require EIA, per Annex II of the Directive.

The Planning and Development Act (section 172(1)), as amended states that EIA must be carried out in the case of either of the following two scenarios:

- “(a) *the proposed development would be of a class specified in -*

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- (i) *Part 1 of Schedule 5 of the Planning and Development Regulations 2001, and either –*
- (I) *Such development would equal or exceed, as the case may be, any relevant quantity, area or other limit specified in that Part, or*
- (II) *No quantity, area or other limit is specified in that Part in respect of the development concerned,*

or

- (ii) *Part 2 of Schedule 5 of the Planning and Development Regulations 2001 and either –*
- (I) *Such development would equal or exceed, as the case may be, any relevant quantity, area or other limit specified in that Part, or*
- (II) *No quantity, area or other limit is specified in that Part in respect of the development concerned.*

or

- (b) (i) *the proposed development would be of a class specified in Part 2 of Schedule 5 of the Planning and Development Regulations but does not equal or exceed, as the case may be, the relevant quantity, area or other limit specified in that Part, and*
- (ii) *the planning authority or the Board, as the case may be, determines that the proposed development would be likely to have significant effects on the environment.”*

The Applicant has obligations under Article 179 the Planning and Development Act 2000, as amended, to undertake mandatory EIA for specified classes of development and AA and EIA screening for sub-threshold development for local authority own development.

Where there is a possibility that the development may significantly affect the environment, The Applicant must prepare information on the development specified under Annex II and Annex III of the EIA Directive and transposed into Irish legislation under Schedule 7A of the Planning and Development Regulations which is the appropriate information necessary to undertake an EIA Screening. This is the information which would typically be presented in a report to inform EIA Screening.

3.1.3 EIA of National Road Schemes

A summary of legislative requirements for EIA Screening under the Road Act 1993 (as amended) or the Road Regulations 1994 (as amended) can be seen in **Table 3-1** below.

Table 3-1: Legislative requirements for EIA screening under Roads Act Criteria

Mandatory	Relevant to Project Development Site
1. Construction of a motorway	No
2. Construction of a busway	No
3. Construction of a service area	No
4. Any prescribed type of proposed road development consisting of the construction of a proposed public road or the improvement of an existing public road	No

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5. Where An Bord Pleanála (ABP) considers that a proposed road development would be likely to have significant effects on the environment it shall direct the road authority to prepare an EIS

No

6. Where a road authority considers that a proposed road development should be likely to have significant effects on the environment it shall inform ABP in writing and where ABP concurs it shall direct the road authority to prepare an EIS

No

7. Where a proposed road development would be located on certain environmental sites, the road authority shall decide whether the proposed road development would be likely to have significant effects on the environment

No

The Proposed Development does not fall within any of the categories of development for which EIA is considered mandatory under the Road Act 1993 (as amended) or the Road Regulations 1994 (as amended). Therefore, the requirements for a mandatory EIA can be screened out.

3.1.3.1 Mandatory EIA – Schedule 5/Annex I

EIA is mandatory for development of a class set out in Schedule 5 of the Planning and Development Regulations 2001 (as amended), which exceeds a limit, quantity or threshold set for that class of development. Schedule 5 transposes Annex I and Annex II of the 2011 EIA Directive into Irish law under Parts 1 and 2 of the Schedule, respectively.

There have been no changes to Annex I introduced by the 2014 EIA Directive or the 2018 Regulations. A new Annex IIA has been inserted requiring certain additional information be provided for Annex II projects, as follows:

“1. 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.

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

3. A description of any likely significant effects, to the extent of the information available on such effects, of 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.

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

3.1.3.2 Sub-threshold EIA – Schedule 5/Annex II

Sub-threshold development is defined in Part 10 of the Planning and Development Regulations 2001 (as amended) as “development of a type set out in Schedule 5 which does not exceed a quantity, area or other limit specified in that Schedule in respect of the relevant class of development”; however, the planning authority may consider that the development would be likely to have significant effects on the environment and therefore would require EIA. As such, the possibility that the proposed development might fall within this definition is considered.

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3.1.3.3 Likely Significant Effects – Schedule 7/Annex III

The EU Directive Annex III [transposed into Irish Law in Schedule 7 of the Planning and Development Regulations 2001 (as amended)], sets out the criteria for assessing whether or not a development would or would not be likely to have ‘significant’ effects on the environment. Schedule 7 transposes Annex III of the EIA Directive.

The criteria are grouped under the three headings listed below and are used to help in the screening process to determine whether a development is likely to have a significant effect on the environment.

- Characteristics of Proposed Development;
- Location of Proposed Development; and
- Type and Characteristic of Potential Impacts.

They are used to help in the screening process to determine whether a development is likely to have a significant effect on the environment.

3.2 Relevant Guidance

The EIA Screening was undertaken in accordance with the relevant guidelines including:

- EPA (2022): Guidelines on the information to be contained in Environmental Impact Assessment Reports;
- OPR (2021): Environmental Impact Assessment Screening, Practice Note PN02;
- DHLGH (2018): Guidelines for Planning Authorities and An Bord Pleanála on Carrying out Environmental Impact Assessment;
- European Commission (2017): Environmental Impact Assessment of Projects, Guidance on Screening (Directive 2011/92/EU as amended by 2014/52/EU);
- DEHLG (2003): Environmental Impact Assessment (EIA) Guidance for Consent Authorities regarding Sub-Threshold Development; and
- EPA (2003) Advice Notes on Current Practice in the preparation of Environmental Impact Statements.

3.3 Information Sources Used to Inform the EIA Screening

Baseline information to inform the screening exercise is drawn primarily from desk studies. The desk study component of the EIA Screening has drawn information from the following sources:

- Department of Housing, Planning and Local Government EIA Portal;
- Environmental Protection Agency (EPA) online interactive mapping tools (<https://gis.epa.ie/EPAMaps>) and (<https://www.catchments.ie/maps/>) for water quality data including surface and ground water quality status, and river catchment boundaries;
- Geohive online Environmental Sensitivity Mapping tool (<https://airomaps.geohive.ie/ESM>);
- Geological Survey Ireland (GSI) Public Data Viewer (<https://www.gsi.ie/en-ie/Pages/default.aspx>);
- Health Safety Authority (HSA) – List of Notified Seveso Establishments;
- Mapping of European Site boundaries and Conservation Objectives for relevant sites, available online from the NPWS (<https://www.npws.ie/protected-sites>);
- National Inventory of Architectural Heritage (NIAH);
- National Monument Service – Historic Environment Viewer (Department of Culture, Heritage and the Gaeltacht) (<https://www.archaeology.ie/>); and
- Louth County Development Plan 2021 – 2027.

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3.4 Methodology and Assessment

Ascertaining whether the proposed development requires an EIA (EIA screening) is determined by reference to mandatory and discretionary provisions set out in Irish legislation. This EIA screening assessment was undertaken in line with Section 3.2 of the EPA's 'Guidelines on the Information to be contained in Environmental Impact Assessment Report' (EPA, 2017). The assessment also takes into consideration the Department Of Housing, Planning and Local Government (DHPLG's) 'Guidelines for Planning Authorities' and An Bord Pleanála on carrying out Environmental Impact Assessment' (DHPLG, 2018).

It is important to note that this report has been prepared in order to provide a sufficient level of information to the competent authority, in this case Louth Co. Council, on which to base the EIA Screening for the proposed development.

An overview of these legislative requirements and their applicability to the proposed development are outlined in the following sections.

3.4.1 Schedule 5 Criteria Assessment Methodology

3.4.1.1 Mandatory EIA – Schedule 5/Annex I and II

Developments which require an EIA for the purposes of Part 10 of the Planning and Development Regulations 2001 (as amended) are outlined under two separate sections, Part 1 and Part 2. The schedule of projects listed in Part 1 and Part 2 of Schedule 5 were consulted to determine whether the proposed development required an EIA.

The project is not a type which requires mandatory EIAR as outlined in Part 1 of Schedule 5. When considered in terms of Part 2 the most relevant category is Category 10 as outlined in **Table 3-2** provides a summary of the Part 2 projects and their applicability to this development.

Table 3-2: Schedule 5, Part 2 Checklist

Part 2 of Schedule 5		Relevant to Project Development Site
1	Agriculture, silviculture and aquaculture	No
2	Extractive Industry	No
3	Energy Industry	No
4	Production and processing of metals	No
5	Mineral Industry	No
6	Chemical Industry	No
7	Food Industry	No
8	Textile, Leather, Wood and Paper Industries	No
9	Rubber Industry	No
10	Infrastructure Projects	No
	(a) Industrial estate development projects, where the area would exceed 15 hectares.	No
	(b) (i) Construction of more than 500 dwelling units.	

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	<p>(ii) Construction of a car-park providing more than 400 spaces, other than a car-park provided as part of, and incidental to the primary purpose of, a development.</p> <p>(iii) Construction of a shopping centre with a gross floor space exceeding 10,000 square metres.</p> <p>(iv) Urban development which would involve an area greater than 2 hectares in the case of a business district, 10 hectares in the case of other parts of a built-up area and 20 hectares elsewhere.</p> <p>(In this paragraph, “business district” means a district within a city or town in which the predominant land use is retail or commercial use.)</p> <p>(c) All construction of railways and of intermodal transshipment facilities and of intermodal terminals not included in Part 1 of this Schedule which would exceed 15 hectares in area.</p> <p>(d) All airfields not included in Part 1 of this Schedule with paved runways which would exceed 800 metres in length.</p> <p>(dd) All private roads which would exceed 2000 metres in length.</p>	No
11	Other Projects	No
12	Tourism and Leisure	No
	<p>(a) Ski runs, ski lifts and cable cars where the length would exceed 500 metres and associated developments;</p> <p>(b) Sea water Marinas where the number of berths would exceed 300 and fresh water marinas where the number of berths would exceed 100;</p> <p>(c) Holiday villages which would consist of more than 100 holiday homes outside built-up areas; hotel complexes outside urban areas which would have an area of 20 hectares or more or an accommodation capacity exceeding 300 bedrooms;</p> <p>(d) Permanent campsites and caravan sites where the number of pitches would be greater than 100;</p> <p>(e) Theme parks occupying an area greater than 5 hectares.</p>	No
13	Any change or extension of projects listed in Annex I or this Annex, already authorised	No
b	Any change or extension of development being of a class listed in Part 1 or paragraphs 1 to 12 of Part 2 of this Schedule, which would result in the demolition of structures, the demolition of which had not previously been authorised, and where such demolition would be likely to have significant effects on the environment, having regard to the criteria set out under Schedule 7	No
14	Works of demolition carried out in order to facilitate a project listed in Part 1 or Part 2 of this Schedule where such works would be likely to have significant effects on the environment, having regard to the criteria set out in Schedule 7.	No
15	Any project listed in this Part which does not exceed a quantity, area or other limit specified in this Part in respect of the relevant class of development, but which would be likely to have significant effects on the environment, having regard to the criteria set out in Schedule 7.	No

From **Table 3-2** it is evident that the proposed development does not fall under any class of development listed in Part 1 or Part 2 of Schedule 5. The proposed development is therefore not a mandatory project for EIA or EIA Screening under Schedule 5.

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3.4.1.2 Sub-threshold Assessment

Where the proposed development does not meet, or exceed, the applicable threshold, the likelihood of the proposed development having significant effects on the environment may need to be considered. The discretionary (or sub-threshold) requirements are based on an assessment of the likely significant environmental effects of the proposed development.

The Planning and Development Regulations 2001 (as amended) under Schedule 5 Part 2 Category 15 therefore also includes a requirement for EIA for:

“Any project listed in this Part which does not exceed a quantity, area or other limit specified in this Part in respect of the relevant class of development but which would be likely to have significant effects on the environment, having regard to the criteria set out in Schedule 7.”

Given the nature and type of proposed development, albeit below the threshold, it is considered prudent to undertake an EIA screening assessment, to determine if a full EIA is required. This is outlined in the following sections.

3.4.2 Schedule 7 Criteria Assessment Methodology

The EIA Screening was completed by reviewing the proposal against the criteria included in Annex III of the EIA Directive (2014/92/EU). The criteria are grouped under three headings and are used to help in the screening process to determine whether a development is likely to have a significant effect on the environment. The criteria are outlined here below.

3.4.2.1 Characteristics of the proposed development

The characteristics of the projects must be considered, with particular regard to:

1. The size and design of the whole project;
2. The cumulation with other existing and/or approved projects;
3. The use of natural resources, in particular land, soil, water and biodiversity;
4. The production of waste;
5. Pollution and nuisances;
6. 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; and
7. The risks to human health (for example due to water contamination or air pollution).

Refer to **Table 3-3** for the details pertaining to the characteristics of the proposed development.

3.4.2.2 Location of the proposed development

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

1. The existing and approved land use;
2. The relative abundance, availability, quality and regenerative capacity of natural resources (including soil, land, water and biodiversity) in the area and its underground;
3. 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 legislation; Natura 2000 areas designated by Member States pursuant to Directive 92/43/EEC and Directive 2009/147/EC;

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- 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; and
- h) Landscapes and sites of historical, cultural or archaeological significance.

Refer to **Table 3-4** for the details pertaining to the location of the proposed development.

3.4.2.3 Type and Characteristics of Potential Impacts

The potential likely significant effects of projects on the environment must be considered in relation to criteria set out in points 1 and 2 of this Annex, and having regard in particular to the impact of the project on the factors specified in Article 3(1), taking into account:

1. The magnitude and spatial extent of the impact (for example geographical area and size of the affected population likely to be affected);
2. The nature of the impact;
3. The transfrontier/transboundary nature of the impact;
4. The magnitude intensity and complexity of the impact;
5. The probability of the impact;
6. The expected onset, duration, frequency and reversibility of the impact;
7. The cumulation of the impact with the impact of other existing and/or approved projects; and
8. The possibility of effectively reducing the impact.

Refer to **Table 3-5** for the details pertaining to the types and characteristics of the potential impacts associated with the proposed development.

Article 3(1) of the Directive states:

The environmental impact assessment shall identify, describe, and assess in an appropriate manner, in the light of each individual case, the direct and indirect significant effects of a project on the following factors:

1. Population and human health;
2. Biodiversity, with particular attention to species and habitats protected under Directive 92/43/EEC and Directive 2009/147/EC;
3. Land, soil, water, air and climate;
4. Material assets, cultural heritage and the landscape; and
5. The interaction between the factors referred to in points 1) to 4).

Authorities must have regard to the criteria under these headings when forming an opinion as to whether or not a sub-threshold development is likely to have significant effects on the environment. The proposed development was further appraised using the EIA Screening Checklist taken from the European Commission's Guidance on EIA Screening (EC, 2017). This Screening Checklist provides a list of questions about the project and its environment which can be used to help answer the question whether the project likely to have a significant effect on the environment (**Table 3-6**).

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Table 3-3: Characteristics of the Proposed Development

1. Characteristics of Proposed Development		Appraisal
(a)	The scale, size and design of the whole of the proposed development	<p>The proposed development will upgrade an existing informal pedestrian route linking the Castle Manor Housing Estate and Moneymore Housing Estate to a formal permanent footpath, to facilitate access to and from schools along Ballymakenny Road and the wide area.</p> <p>The proposed development is small in scale amounting to a footprint of approximately 1900m². A typical 2m wide concrete footpath is proposed for approximately 69m in length with a chicane control system to discourage motorbikes using the path. Road crossing points are provided on both ends of the path. The proposed footpath will be constructed atop the new embankment, featuring standard side slopes of 1 in 5 gradient. Where site extents are restricted, a 1:1 side slope is required, which will have fencing provided along the top of the embankment for safety purposes. New concrete footpath will be laid for the new footpath link. New tactile paving and precast dropped kerbs will be provided at proposed crossing points and transition back to the existing kerb upstands.</p> <p>A chicane access control gate is proposed at the gap to limit access to motorbikes and fast-moving bicycles travelling along the path at high speeds, to increase pedestrian safety and limit anti-social behaviour.</p>
(b)	Cumulation with other existing development and/or development the subject of a consent for proposed development for the purposes of section 172(1A) (b) of the Act and/or development the subject of any development consent for the purposes of the Environmental Impact Assessment Directive by or under any other enactment	<p>Proposed schemes in the vicinity of the proposed development can be seen in Appendix A attached. No pathways were identified by which any plan or project could have a likely significant in-combination effect on any European Site(s). It is concluded that there is no potential for in-combination effects.</p> <p>Due to the scale and duration of the proposed development, no significant negative in-combination effects with these projects are anticipated.</p>
(c)	The nature of any associated demolition works	No demolition works required.
(d)	The use of natural resources, in particular land, soil, water and biodiversity	<p>The proposed development will utilise relatively minor quantities of natural resources during the construction and operational phase.</p> <ul style="list-style-type: none"> • Land take is required from: Boyne Rugby Football Club; and • Castle Manor Housing Estate. <p>An area of approx. 0.04 hectares of land will be permanently acquired inside the boundary of the Boyne Rugby Football Club, and a cumulative area of approx. 0.02 hectares of land will be permanently acquired inside the boundary of the Castle Manor Housing Estate. An area of approx. 0.06 hectares of the public road will be temporarily acquired during the construction period.</p>

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1. Characteristics of Proposed Development	Appraisal
	<p>During the construction phase, 20no. truck movements will occur for the import of material and disposal, which is not considered significant.</p> <p>There is unlikely to be a requirement for any substantial water use during the proposed development, which would be for standard construction activities. A new 750mm diameter piped culvert is proposed to traverse the existing sub-standard crossing, connecting to the culverted Tullyeskar River to the immediate south of the Proposed Project area. A 300mm deep grassed swale will be placed along the northern toe of the new embankment and outfall to the existing ditch to compensate fluvial flooding. The existing ditch will also be regraded and reprofiled to ensure the functionality of the new culvert. All existing gullies along existing roads are being retained. The compound will also be located ≥ 10 m away from any existing drainage ditches, to minimise the risk of hydrocarbons or other pollutants entering any connected watercourses.</p> <p>The proposed footpath will be constructed atop the new embankment, featuring standard side slopes of 1 in 5 gradient. Where site extents are restricted, a 1:1 side slope is required, which will have fencing provided along the top of the embankment for safety purposes.</p> <p>The new berm will consist of Class 1 fill and will be grassed once the project is completed.</p> <p>Given the scale of the works being small in nature, it is envisaged that all compound and site storage requirements will be small and can be facilitated within the grassed area of the site extents on the Moneymore estate side, with no impact to hedgerows, trees or any other loss of vegetation as a result of the site compound. All existing trees within the proposed development extents will be retained. An area of approximately 194m² of low shrubs and overgrown vegetation will be removed. Any impact on grassed areas will be fully reinstated. 500m³ of stone and raw materials will be imported during the construction phase of the proposed development. The volumes of materials to be used in the construction of the proposed development are therefore small in scale and do not require a large area of land take or large volumes of natural resources.</p>
(e) The production of waste;	<p>It is unlikely a significant amount of waste will be produced from the proposed development. Wastes produced could include concrete, soil, stone and made ground. Where possible material will be reused on site. Any debris and rubbish created at the construction site compounds will be removed to an authorised waste facility.</p> <p>It is considered that the production of any waste associated with the proposed development, as described above, would not cause unusual, significant, or adverse effects of a type that would require an EIA.</p>

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1. Characteristics of Proposed Development	Appraisal
<p>(f) Pollution and nuisances</p>	<p>The proposed construction works have the potential to cause a temporary disturbance or nuisance to residents in the immediate surroundings. However, works are small in scale and localised, which will minimise disturbance.</p> <p>Pollution pathways and nuisances for consideration include increases in exhaust emissions to air as a result of construction machinery; noise and vibration from equipment use; social effects as a result of temporary traffic diversions; leaks and spills of hydrocarbon containing materials used, and runoff of material to watercourses. The compound will also be located ≥ 10 m away from any existing drainage ditches, to minimise the risk of hydrocarbons or other pollutants entering any connected watercourses.</p> <p>Standard noise and vibration control measures will be employed by the contractor during the construction phase in order to control noise and vibration impacts at the nearest noise sensitive locations. Good construction management practices and standard environmental management during the construction works will be employed for the duration of construction and will serve to minimise the risk of pollution and nuisances. The project has also been designed according to standard measures to prevent any contaminated run-off / accidental spills from leaving the proposed development site. Care will be taken to ensure that exposed soil surfaces are stable to minimise erosion. All exposed soil surfaces will be within the main excavation site which limits the potential for any offsite impacts.</p> <p>With the implementation of these standard measures, the proposed development would not cause unusual or significant levels of pollution or nuisance of a type that would require an EIA.</p>
<p>(g) 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>The nature of the type of construction for the proposed development would be considered standard, with no novel construction methodologies and the construction would not be considered particularly complex. Construction methods are formulated in line with standard measures that will seek to reduce potential for sediment or soil loss and hydrocarbon / polluting substance release. Therefore, the risk of accidents is considered to be low.</p> <p>The proposed development will be constructed and operated in accordance with the following health and safety regulations and guidelines (or as updated):</p> <ul style="list-style-type: none"> • Safety, Health & Welfare at Work (Construction) Regulations 2006 to 2013; • Safety, Health and Welfare at Work (Construction) (Amendment) Regulations 2019 (S.I. No. 129 of 2019). • Safety, Health & Welfare at Work Act 2005; and • Safety, Health & Welfare at Work (General Application) Regulations 2007 to 2016. <p>The size of the proposed development is not of a sufficient size or scale to cause a major accident or disaster during the construction phase as normal construction measures. In addition, given the temporary nature of the construction works, the risk of disasters (typically considered to be natural</p>

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1. Characteristics of Proposed Development		Appraisal
		<p>catastrophes e.g., very severe weather event) or accidents (e.g., fuel spill, traffic accident) is considered low. According to zoning mapping for Drogheda, the proposed development is located in Flood Zone B. There were two separate flooding events recorded in the proposed development area in 2006. A 300mm deep grassed swale will be placed along the northern toe of the new embankment and outfall to the existing ditch to compensate fluvial flooding. The compound will be located ≥ 10 m away from any existing drainage ditches.</p>
(h)	The risks to human health (for example, due to water contamination or air pollution).	<p>There will be minor temporary nuisances associated with the proposed development during the construction phase. For example, construction works will generate noise from machinery on site (temporary). With the implementation of appropriate standard measures during the construction phase, in addition to the scale of the development, the risk to human health is considered low.</p> <p>There are no potable water mains in the footprint of the development and there is no record of drinking water wells in the vicinity of the works. The nearest well is located in Drogheda town, over 1km South from the proposed development.</p>

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Table 3-4: Location of the Proposed Development

2. Location of Proposed Development	Appraisal
(a) The existing and approved land use	An existing informal pedestrian route currently exists linking the Castle Manor Housing Estate and Moneymore Housing Estate, located north of Drogheda town centre. The proposed development will upgrade this to a form a permanent footpath, to facilitate access to and from schools and the wider area. The proposed development will not introduce any new activities to the area. There will be no change in existing land-use. The land surrounding the proposed development is currently zoned for residential purposes (New Residential Phase 1).
(b) The relative abundance, availability, quality and regenerative capacity of natural resources (including soil, land, water and biodiversity) in the area and its underground;	<p>Land</p> <p>The total area required for the proposed development is 1900m². There is no additional land take required however as the redevelopment will be undertaken mostly within the existing informal path footprint.</p> <p>Soil</p> <p>The Geological Survey of Ireland (GSI) online database (www.gsi.ie) was consulted for available edaphic, geological and hydrological information of the site and its environs. The soils underlying the proposed development are Surface water Gleys and Ground water Gleys. The underlying bedrock is Pale micritised grainstone-wackestone, of the Tullyallen Formation.</p> <p>Natural resources to be used for construction include excavated soil/subsoil/rock. These resources will be sourced from local suppliers where feasible. Any materials excavated during construction will either remain onsite (if suitable, and if an appropriate use is found for it) or will be managed offsite (if unsuitable, due to contamination or other issues or if an appropriate use cannot be found for it).</p> <p>Water</p> <p>The EPA online mapping resource was used to review relevant surface waterbodies and the most recent Water Framework Directive (WFD) water quality status (2016-2021). The proposed development is located within the Boyne Catchment (ID 07), and Boyne_SC_130 sub catchment (ID 01_17).</p> <p>The Tullyeskar River (WFD RWB Code: IE_EA_07T270880; EPA Code: 07T27) is culverted beneath the proposed development area, predominantly towards its western boundary, and flows in a southerly direction. An existing drainage ditch, which is to be culverted beneath the pedestrian link as part of the proposed works, is present within the Proposed Project area. This proposed culvert will then outfall to a further existing ditch to compensate fluvial flooding prior to feeding into the culverted Tullyeskar River to the immediate south of the Proposed Project area.</p> <p>From the point where the Tullyeskar River exits the proposed development area, it continues flowing in a south-easterly direction before merging into the River Boyne and the Boyne Estuary, forming hydrological connectivity with the River Boyne and River Blackwater SAC, approx. 2 km downstream of the proposed development area.</p> <p>At no point will water be abstracted from rivers adjacent the property during the construction works.</p> <p>The EPA online mapping resource was also used to review relevant groundwater bodies (GWBs) and the most recent WFD water quality status (2016-2021) for these waterbodies. The proposed development lies entirely within the Drogehda</p>

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2. Location of Proposed Development	Appraisal
	<p>(IE_EA_G_025) GWB, which is rated 'good' but also 'at risk' of not achieving its WFD objectives in the 2016-2021 reporting period.</p> <p><u>Biodiversity</u></p> <p>The proposed development will be constructed within the existing footprint of the informal path.</p> <p>All existing trees within the proposed development extents will be retained. An area of approximately 194m² of low shrubs and overgrown vegetation will be removed.</p> <p>The proposed development does not involve use or destruction of natural resources, such that there would be a significant threat to their regenerative capacity.</p>
(c)	The absorption capacity of the natural environment, paying particular attention to the following areas:
<p>(i) Wetlands, riparian areas, river mouths;</p>	<p>The proposed development area is located within the following WFD Catchment:</p> <p>Boyne (Catchment ID: 07) – This catchment includes the area drained by the River Boyne and by all streams entering tidal water between The Haven and Mornington Point, Co. Meath, draining a total area of 2,694 km².</p> <p>Results of the completed desktop study indicate that the Tullyeskar River (WFD RWB Code: IE_EA_07T270880; EPA Code: 07T27) is culverted beneath the proposed development area, predominantly towards its western boundary, and flows in a southerly direction. An existing drainage ditch, which is to be culverted beneath the pedestrian link as part of the proposed works, is present within the Proposed Project area. This proposed culvert will then outfall to a further existing ditch to compensate fluvial flooding prior to feeding into the culverted Tullyeskar River to the immediate south of the Proposed Project area</p> <p>Construction activities will not take place within any of these surface water bodies. No negative impacts to surface water quality in this river will occur during the construction phase of the development due to standard measures on site management and design. The compound will also be located ≥ 10 m away from any existing drainage ditches, to minimise the risk of hydrocarbons or other pollutants entering any connected watercourses.</p> <p>Through standard measures and design there is no risk of pollution to surface waters. Care will be taken to ensure that exposed soil surfaces are stable to minimise erosion. All exposed soil surfaces will be within the main excavation site which limits the potential for any offsite impacts. No significant dewatering will be required during the construction phase which would result in the localised lowering of the water table.</p>
<p>(ii) Coastal zones and the marine environment;</p>	<p>The proposed development is not located in a coastal zone. However it is adjacent to the Boyne River, which is linked (upriver) to the Coastal Boyne Estuary Plume Zone (WFD Status: Moderate risk). Given the intervening distance and the nature and scale of the works, no significant negative effect to the coastal or marine environment will occur.</p>

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2. Location of Proposed Development	Appraisal
(iii) Mountain and forest areas;	There are no mountain or forest areas in direct proximity to the proposed development. Forested areas are present in the River Boyne and River Blackwater SAC.
(iv) Nature reserves and parks;	There are no natural reserves or parks in direct proximity to the proposed development.
(v) Areas classified or protected under legislation, including Natura 2000 areas designated pursuant to the Habitats Directive and the Birds Directive	<p>There are no Natura sites within the proposed development site. The AA Screening identified several Natura 2000 sites within 15km of the proposed development area. These include:</p> <ul style="list-style-type: none"> • River Boyne and River Blackwater SAC; • Boyne Coast and Estuary SAC; • • Boyne Estuary SPA; • North-west Irish Sea SPA; • River Boyne and River Blackwater SPA; and • River Nanny Estuary and Shore SPA. <p>It has been objectively concluded by AA screening that no significant adverse impacts on the Conservation Objectives of the nearby Natura 2000 sites will occur as a result of the programme of works.</p>
(vi) 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;	<p>The WFD Transitional Waterbody (TWB) status of the Boyne Estuary TWB, in which the River Boyne flows and into which the Tullyeskar River flows, for the 2016-2021 period, has been classified as 'Moderate' and is considered to be 'At Risk' of failing to achieve its WFD objectives.</p> <p>The WFD Coastal Waterbody (CWB) status for the Boyne Estuary Plume Zone CWB, into which the River Boyne ultimately discharges, for the 2016-2021 period, has been classified as 'Moderate' and is considered to be 'At Risk' of failing to achieve its WFD objectives</p> <p>Through standard measures and design there is no risk of the proposed development causing any further deterioration of surface water or groundwater quality. The compound will also be located ≥ 10 m away from any existing drainage ditches, to minimise the risk of hydrocarbons or other pollutants entering any connected watercourses.</p>
(vii) Densely populated areas;	<p>The proposed development is located between two housing estates (Castle Manor Housing Estate and Moneymore Housing Estate), in the suburbs of Drogheda.</p> <p>The works will be small in scale and temporary in duration. Significant effects to the surrounding population are not expected in the short, medium or long term.</p>

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2. Location of Proposed Development	Appraisal
(viii) Landscapes and sites of historical, cultural or archaeological significance.	<p>According to NPWS mapping, the closest feature of historical or cultural significance is a Ring Fort (LH024-092) located c. 1km north of the proposed development.</p> <p>This does not fall within the footprint of the proposed development and as a result, there will be no impact on any and sites of historical, cultural or archaeological significance.</p>

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Table 3-5: Type and Characteristic of Potential Impacts

3. Type and Characteristics of the potential impacts	Appraisal
(a) The magnitude and spatial extent of the impact (for example geographical area and size of the population likely to be affected);	<p><u>Population and human health (PHH)</u></p> <p>Any potential adverse impacts on PHH during the construction and operational phases of the proposed development will be localised and limited to the immediate environs on the site and the residential and commercial receptors located directly adjacent to the site. The majority of the residential houses affected are located in Castle Manor and Moneymore housing estates. The magnitude and spatial extent of impacts on PHH are not deemed significant.</p> <p><u>Biodiversity</u></p> <p>Given the scale and nature of the proposed development, the magnitude of impacts on Biodiversity is not deemed significant. All existing trees within the proposed development extents will be retained. An area approximately 194m² of low shrubs and overgrown vegetation will be removed. New grass verges are to be provided along the verge and on the embankment slopes.</p> <p><u>Land and Soil (L&S)</u></p> <p>The magnitude and spatial extent of potential impacts to L&S during the construction and operational phases will be limited to the site and immediate receiving environment of the proposed development. No significant effects will occur during the construction or operational phases in relation to L&S.</p> <p><u>Water</u></p> <p>Through standard measures and design the magnitude of effects on water are not deemed significant during the construction phase. Run off from site will be managed by the contractor to prevent any poor-quality water being discharged from the site during the construction phase. The compound will be located ≥ 10 m away from any existing drainage ditches, to minimise the risk of hydrocarbons or other pollutants entering any connected watercourses.</p> <p>The spatial extent of potential impacts on groundwater is limited to the underlying GWB. The magnitude and spatial extent of effects on L&S are not deemed significant.</p> <p>During the operational, phase, no effects on surface water or groundwater are envisaged.</p> <p><u>Air, Climate and Noise</u></p> <p>Effects on air quality include increases in exhaust emissions to air as a result of construction machinery and the generation of dust during the construction phase. Noise and vibration will also be generated during the construction phase. The magnitude of these effects are limited to the proposed development and its immediate surroundings and are not deemed significant.</p> <p>No significant effects will occur during the operational phase in relation to air, climate and noise.</p>

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3. Type and Characteristics of the potential impacts	Appraisal
	<p><u>Material Assets (MA)</u></p> <p>Any potential adverse impacts on MA during the construction and operational phases of the proposed development will be localised and limited to the immediate environs on the site and local road network. All existing utility infrastructures will be retained and protected along the scheme. Therefore, the magnitude and spatial extent of impacts on material assets are not deemed significant.</p> <p>No significant effects will occur during the operational phase in relation to material assets.</p> <p><u>Archaeology and Cultural Heritage (ACH)</u></p> <p>There are no sites of archaeological or cultural heritage located within the proposed development area. Given the nature and location of the proposed development, the magnitude and spatial extent of potential impacts on ACH is not deemed significant during the construction and operational phase.</p> <p><u>Landscape and Visual</u></p> <p>The proposed development will not have a significant impact on the surrounding landscape, as an informal pathway already exists. Visual and landscape impacts will not be significant.</p>
(b) The nature of the impact;	<p><u>Population and human health (PHH)</u></p> <p>The construction of the proposed development, which is anticipated to take a total of c. 3 months to complete, will involve the use of machinery on-site, as well as construction-related vehicles travelling to and from site. This may give rise to short term effects on PHH from noise, dust, vehicle emissions and traffic. Any dust generation is likely to result in slight adverse effects on PHH over a brief to temporary duration. The noise associated with construction has the potential to impact on the neighbouring properties for the duration of the works, which are temporary in nature.</p> <p>There is potential for slight positive effects within the local area and wider environs, associated with a short-term increase in the number of construction workers employed over the approximately 3-month construction phase.</p> <p>Standard measures will be implemented during the construction phase, including dust suppression measures to reduce potential effects on human health. Effects on human health during construction will not be significant.</p> <p>Potential effects during the operational phase will be positive in nature as the proposed development will allow for safe access between the two housing estates and facilities within the wider area.</p> <p><u>Biodiversity</u></p> <p>It has been objectively concluded through the AA Screening undertaken that the Natura 2000 sites where the proposed development is seen to have a potential source-pathway-receptor linkage relating to the project, will not be significantly impacted by the proposed works.</p>

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3. Type and Characteristics of the potential impacts	Appraisal
	<p>Runoff from the site during construction will be managed through the design in line with standard measures. The effects on biodiversity during the construction phase will be restricted to the project area.</p> <p>All existing trees within the proposed development extents will be retained. New grass verges are to be provided along the verge and on the embankment slopes.</p> <p><u>Land and Soils</u></p> <p>The soils underlying the proposed development are Surface water Gleys and Ground water Gleys. The underlying bedrock is Pale micritised grainstone-wackestone, of the Tullyallen Formation.</p> <p>Natural resources to be used for construction include excavated soil/subsoil/rock. These resources will be sourced from local suppliers where feasible. Any materials excavated during construction will either remain onsite (if suitable, and if an appropriate use is found for it) or will be managed offsite (if unsuitable, due to contamination or other issues or if an appropriate use cannot be found for it).</p> <p>The effects on land and soils, while negative in nature, will not be significant. Potential negative effects include (in the absence of adequate management) weathering and erosion of the surface soils, increased silt levels or pollutants from the construction processes, and accidental spills and impacted runoff. Standard measures, environmental guidelines and control measures will be adhered to in order to reduce the likelihood of potential impacts on soil quality; therefore, significant effects are not anticipated.</p> <p>The nature of the effect on land and soils during the construction phase will be of a neutral nature as the redevelopment will not result in any change in land use.</p> <p><u>Water</u></p> <p>The Tullyeskar River (WFD RWB Code: IE_EA_07T270880; EPA Code: 07T27) is culverted beneath the proposed development area, predominantly towards its western boundary, and flows in a southerly direction. An existing drainage ditch, which is to be culverted beneath the pedestrian link as part of the proposed works, is present within the Proposed Project area. This proposed culvert will then outfall to a further existing ditch to compensate fluvial flooding prior to feeding into the culverted Tullyeskar River to the immediate south of the Proposed Project area</p> <p>From the point where the Tullyeskar River exits the Proposed Project area, it continues flowing in a south-easterly direction before merging into the River Boyne and the Boyne Estuary, forming hydrological connectivity with the River Boyne and River Blackwater SAC, approx. 2 km downstream of the proposed development area.</p> <p>Water management will be implemented during the construction phase. The project has been designed according to standard measures to prevent any contaminated run-off / accidental spills from leaving the proposed development site. The compound will also be located ≥ 10 m away from any existing drainage ditches, to minimise the risk of hydrocarbons or other pollutants entering any connected watercourses.</p> <p>Care will be taken to ensure that exposed soil surfaces are stable to minimise erosion. All exposed soil surfaces will be within the main excavation site which limits the potential for any offsite impacts. All run-off will be prevented from directly entering into any water courses as no construction will be undertaken directly adjacent to open water. No significant</p>

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3. Type and Characteristics of the potential impacts

Appraisal

dewatering will be required during the construction phase which would result in the localised lowering of the water table. No significant effects on water are predicted during construction or operation of the proposed development.

Air, Climate and Noise

The main air quality impacts will be associated with dust generation during site preparation and construction works. The implementation of standard measures (e.g., dust suppression activities), however, will minimise the generation of dust during the construction phase. While the nature of the effect will be negative, with the adoption of these measures, it is anticipated that the dust produced would not cause a significant effect on the environment. The management of dust will be in line with standard measures such as that set out in 'Guidelines for the Treatment of Air Quality During the Planning and Construction of National Road Schemes' (NRA, 2011). The duration of the construction phase is also temporary and therefore the effect will be not significant.

Climatic impacts include minor emissions of greenhouse gases to the atmosphere from truck and construction vehicle movements and the operation of site construction equipment; however, a significant effect is not considered likely given the scale and size of the proposed development.

During the operational phase, there will be no significant emissions to air.

The construction phase of the proposed development has the potential to increase noise levels in the area immediately surrounding the site. Standard noise and vibration control measures will be employed by the contractor during the construction phase. The nature of this effect will be negative however, standard measures in the form of BS5228 – 1&2:2009 + A1 2014, Code of Practice for the Control of Noise and Vibration on Construction and Open Sites will be adopted during the construction phase in order to minimise the noise generated by construction activities and nuisance to neighbours. Any increased noise will be temporary in nature and, with the implementation of standard measures, will not be significant.

During the operations phase, there will be no significant noise and vibration effects from the proposed development.

Material Assets

The main effect in respect of material assets is traffic generated from the proposed construction works on the local road network in the immediate surrounding environment. The construction of the proposed development will give rise to a small increase in construction-related traffic on the local roadways, throughout the construction period of c. 3 months during the summer. These impacts are considered to be temporary in nature and are not considered to have a significant impact on material assets.

There will be no significant effects to material assets during the operational phase.

Archaeology and Cultural Heritage

According to NPWS mapping, the closest feature of historical or cultural significance is a Ring Fort (LH024-092) located c. 1km north of the proposed development.

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3. Type and Characteristics of the potential impacts	Appraisal
	<p>This feature does not fall within the footprint of the proposed development and as a result, there will be no effect on any and sites of historical, cultural or archaeological significance.</p> <p><u>Landscape and Visual</u></p> <p>The main activities with the potential to result in effects on landscape and visual aspects during the construction phase of the proposed development include the presence of temporary works construction compound, removal of topsoil and construction of the footpath itself. There will be no significant impacts to landscape and visual aspects during the construction phase of the proposed development.</p> <p>Given the nature and scale of the proposed development, visual and landscape impacts during the operational phase will be non-significant.</p>
(c) The transboundary nature of the impact;	Due to the location and nature of the proposed development, there is no risk of transboundary effects.
(d) The intensity and complexity of the impact (significance);	<p>The majority of the impacts are associated with the construction phase of the proposed development (i.e., 3 months). Therefore, given the duration of the works and scale of the proposed development, in addition to the implementation of appropriate standard measures, it is not anticipated that proposed development will result in intense or complex impacts. In addition, intense and complex impacts are unlikely to occur during the operational phase.</p> <p>A summary of the significance of effects is provided below:</p> <p>Population and human health (from noise and air emissions):</p> <ul style="list-style-type: none"> • Construction Phase: There will be slight effect on human health from dust and noise generation during this phase. • Operation Phase: Neutral. No effects on the population and human health will occur during this phase. <p>Ecology / Biodiversity and Natura 2000 sites:</p> <ul style="list-style-type: none"> • Construction Phase: There will be a slight impact as existing vegetation will be removed in the proposed development area but is not ecologically significant or protected. No significant impact on Natura 2000 sites will result from the proposed development. • Operation Phase: Effects on ecology will be imperceptible during this phase. <p>Water (hydrology and geohydrology):</p> <ul style="list-style-type: none"> • Construction Phase: Slight impact during construction activities (site clearance and excavation). The impact can however be mitigated through the design, and water management measures. • Operation Phase: Not significant due to the implementation of water management.

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3. Type and Characteristics of the potential impacts	Appraisal
	<p>Land and Soils:</p> <ul style="list-style-type: none"> • Construction Phase: Not significant as the area is already disturbed and not within a protected area. • Operation Phase: Neutral. <p>Landscape and visual:</p> <ul style="list-style-type: none"> • Construction Phase: Not significant as the area is already used as an informal path, and not within a protected area. The project will not significantly alter the existing landscape. • Operation Phase: Not significant as the project will not significantly alter the existing landscape. <p>Cultural Heritage:</p> <ul style="list-style-type: none"> • Construction Phase: Neutral. No effects on the cultural heritage will occur during this phase. • Operation Phase: Neutral. No effects on the cultural heritage will occur during this phase. <p>Waste Disposal:</p> <ul style="list-style-type: none"> • Construction Phase: Not significant as waste generated will be non-hazardous and removed to an appropriately authorised facility. • Operation Phase: Not significant as no waste will be generated in the operation phase. <p>Transport:</p> <ul style="list-style-type: none"> • Construction phase: Slight negative without the implementation of a traffic management plan by the contractor. • Operation Phase: Slight positive effects from improved pedestrian facilities.
(e) The probability of the impact;	Owing to the relatively straight forward nature of the proposed development, coupled with the potential impacts stated and the sensitive receptors located close to the proposed development site, there is a high degree of certainty in the magnitude, intensity, duration or consequences of any impact identified. With the implementation of mitigation measures, the probability of significant negative effects on the receiving environment is unlikely.
(f) The expected onset, duration, frequency, reversibility of the impact;	The construction works associated with the development will be undertaken in a single phase. The Construction work is expected to take approximately 3 months during the summer for the earthworks and construction phase prior to commencement of full operations and occupation.
(g) The cumulation of the impact with the impact of other existing and/or development the subject of a	As discussed, the proposed development will not result in significant negative effects on the environment. Should the construction of the other developments, as identified within the planning search, occur at the same time, then there is

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3. Type and Characteristics of the potential impacts	Appraisal
<p>consent for proposed development for the purposes of section 172(1A) (b) of the Act and/or development the subject of any development consent for the purposes of the Environmental Impact Assessment Directive by or under any other enactment; and</p>	<p>potential for negative effects on the existing environment. However, the project is small in scale and would likely be temporary in duration, occurring primarily during the construction phase only; therefore, no significant cumulative effects are anticipated.</p> <p>Consequently, there is likely to be a positive, long term, slight to moderate cumulative effect from the proposed development with other pedestrian routes in the area.</p>
<p>(h) The possibility of effectively reducing the impact.</p>	<p>The proposed development will not result in any significant effects on the existing environment. However, where temporary, negative and transient impacts are likely to occur, the implementation of appropriate standard measures will reduce the duration and intensity of the impact.</p>

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Table 3-6: EU Guidance EIA Screening Checklist

Questions to be considered	Yes/No/? Briefly Describe	Is this likely to result in a significant effect? Yes/No/? – Why?
1. Will construction, operation, decommissioning or demolition works of the Project involve actions that will cause physical changes in the locality (topography, land use, changes in waterbodies, etc.)	Yes – there will be minor physical changes in the locality to the topography of the area, which will include the upgrade of the existing informal pathway. The proposed development is small in scale.	No- given the scale and type of the works, significant effects are not anticipated due to the minor physical changes proposed.
2. Will construction or the operation of the Project use natural resources such as land, water, materials, or energy, especially any resources which are non-renewable or are in short supply?	No – already disturbed land will be used to upgrade into the permanent footpath. All construction materials will be sourced locally and do not fall within the non-renewable or short supply category. Water, where required in small quantities, will be brought to site for welfare purposes.	No- All imported materials will be sourced from licensed suppliers. Excavation requirements at the development are not extensive. The land for the upgrade area is already disturbed. There will be no requirement for water abstraction for the proposed works. None of the above resources have been identified as being in short supply in the area.
3. Will the Project involve the use, storage, transport, handling or production of substances or materials which could be harmful to human health, to the environment or raise concerns about actual or perceived risks to human health?	No- The generation of dust will occur during construction only. Minor amounts of fuel and oils will be used for machinery on site. No refuelling will take place on site.	No –A Health and Safety Plan will be in place and all site staff will be briefed on the Health and Safety Plan prior to commencing works. No refuelling will take place on site. All construction materials will be appropriately contained.
4. Will the Project produce solid wastes during construction or operation or decommissioning?	Yes – During construction. Very minor quantities of organic and inert materials will be generated from site clearance and excavations. Minor quantities of waste (debris and rubbish) will be generated at the construction site compound.	No- Debris and rubbish created at the construction site compounds will be recovered/disposed of at an authorised facility. In addition, any excess construction materials will be returned to the supplier. An appropriate Resource Waste Management Plan (RWMP) will be developed for the project in line with EPA Guidance. Where possible material will be put to beneficial reuse on site.
5. Will the Project release pollutants or any hazardous, toxic or noxious substances to air or lead to exceeding Ambient Air Quality standards in Directives 2008/50/EC and 2004/107/EC)?	No – the construction phase will produce limited air pollutants (dust). These pollutants will not be hazardous, toxic or noxious, however.	No – levels during the construction will no create air pollution that will exceed permitted thresholds. Considering the scale of the proposed development, effects on air quality are determined to be not significant. Standard construction management techniques and guidance will be followed during the construction of the proposed development. During the operational phase, the proposed

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Questions to be considered	Yes/No/? Briefly Describe	Is this likely to result in a significant effect? Yes/No/? – Why?
		development will encourage more people to use active travel, potentially reducing emissions.
6. Will the Project cause noise and vibration or the releasing of light, heat energy or electromagnetic radiation?	Yes- The construction phase of the proposed development has the potential to increase noise levels at noise sensitive locations surrounding the proposed development site. Lighting will be erected as part of the development.	No - With appropriate on-site management, no effects on sensitive receptors will occur. Noise limits will be adhered to at all times during the construction phase of the proposed development. Construction will only take place within normal working hours. The additional lighting will not add a significant amount of light pollution in relation to what is already present.
7. Will the Project lead to risks of contamination of land or water from releases of pollutants onto the ground or into surface waters, groundwater, coastal waters or the sea?	No – whilst during the construction phase, there is potential for possible leaks or spills of hydrocarbon materials onsite, the nature and scale of the works is such that the risk of contamination to water is highly unlikely.	No - The project has been designed to prevent any contaminated run off / accidental spills from leaving or contaminating the site. The compound will be located ≥ 10 m away from any existing drainage ditches, to minimise the risk of hydrocarbons or other pollutants entering any connected watercourses.
8. Will there be any risk of accidents during construction or operation of the Project that could affect human health or the environment?	No- The proposed development project will be governed by a Health & Safety Plan to manage the risk of accidents from the design stages through to the completion of the construction and maintenance phases. During operation, the proposed development does not introduce any new or additional risk.	Not applicable
9. Will the Project result in environmentally related social changes, for example, in demography, traditional lifestyles, employment?	Yes – the construction phase will create short term jobs. It will also create a safer, more formal footpath for schoolchildren and other pedestrians and encourage active travel.	No – given the scale and timeframe of the proposed development, significant effects will not occur.
10. Are there any other factors that should be considered such as consequential development which could lead to environmental impacts or the potential for cumulative impacts with other existing or planned activities in the locality?	Yes – there will be temporary and transient impacts from noise, traffic and dust associated with construction of the proposed developments in combination with the surrounding developments, if these were to occur at the same time.	No – given the size and type of development, potential effects are considered temporary and not significant. No pathways were identified by which any plan or project could have a likely significant in-combination effect on any

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Questions to be considered	Yes/No/? Briefly Describe	Is this likely to result in a significant effect? Yes/No/? – Why?
		European Site(s). It is concluded that there is no potential for in-combination effects.
11. Is the project located within or close to any areas which are protected under international, EU, or national or local legislation for their ecological, landscape, cultural or other value, which could be affected by the Project?	The proposed development has the following protected sites located within 15km: <ul style="list-style-type: none"> • River Boyne and River Blackwater SAC; • Boyne Coast and Estuary SAC; • Boyne Estuary SPA; • North-west Irish Sea SPA; • River Boyne and River Blackwater SPA; • River Nanny Estuary and Shore SPA; and • River Boyne and River Blackwater SPA. 	No- The AA Screening concluded that there will be no significant adverse effects on these Natura sites.
12. Are there any other areas on or around the location that are important or sensitive for reasons of their ecology e.g., wetlands, watercourses or other waterbodies, the coastal zone, mountains, forests or woodlands, that could be affected by the Project?	Yes - the Tullyeskar River (WFD RWB Code: IE_EA_07T270880; EPA Code: 07T27) is culverted beneath the Proposed Project area, predominantly towards its western boundary, and flows in a southerly direction towards the River Boyne and the Boyne Estuary, forming hydrological connectivity with the River Boyne and River Blackwater SAC, approx. 2 km downstream of the Proposed Project area.	No- Through standard measures and design there is no risk of the proposed development causing any further deterioration of surface water or groundwater quality. The compound will be located ≥ 10 m away from any existing drainage ditches, to minimise the risk of hydrocarbons or other pollutants entering any connected watercourses. No significant impacts on watercourses are anticipated.
13. Are there any areas on or around the location that are used by protected, important or sensitive species of fauna or flora e.g., for breeding, nesting, foraging, resting, overwintering, migration, which could be affected by the Project?	Yes – There are 2 SACs and 4 SPAs within 15km of the proposed development, however not all of them have potential for hydrological connectivity with the development.	No- The AA Screening determined that there will be no significant adverse effects on these Natura sites.
14. Are there any inland, coastal, marine or underground waters (or features of the marine environment) on or around the location that could be affected by the Project?	Yes - the Tullyeskar River (WFD RWB Code: IE_EA_07T270880; EPA Code: 07T27) is culverted beneath the Proposed Project area, predominantly towards its western boundary, and flows in a southerly direction towards the River Boyne and the Boyne Estuary, forming hydrological connectivity with the River Boyne and River Blackwater SAC, approx. 2 km downstream of the Proposed Project area.	No- Through standard measures and design there is no risk of the proposed development causing any further deterioration of surface water or groundwater quality. The compound will be located ≥ 10 m away from any existing drainage ditches, to minimise the risk of hydrocarbons or other pollutants entering any connected watercourses.

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Questions to be considered	Yes/No/? Briefly Describe	Is this likely to result in a significant effect? Yes/No/? – Why?
		No significant impacts on the river are anticipated.
15. Are there any areas or features of high landscape or scenic value on or around the location which could be affected by the Project?	No – according to the Louth County Development Plan 2021-2027, there are no views or prospects in the vicinity of the proposed development.	No- Due to the scale of and duration of the construction works, significant landscape and visual effects will not occur. The proposed development will not adversely alter the established landscape character of this area upon completion.
16. Are there any routes or facilities on or around the location which are used by the public for access to recreation or other facilities, which could be affected by the Project?	Yes – During the construction phase, access to the existing informal pathway will be affected for pedestrians.	No – the proposed development will improve the existing informal path for pedestrians
17. Are there any transport routes on or around the location that are susceptible to congestion, or which cause environmental problems, which could be affected by the Project?	Yes – during the construction phase, there may be impacts on traffic congestion within the area	No – a traffic management plan (TMP) will be put in place before commencement of work.
18. Is the Project in a location in which it is likely to be highly visible to many people?	No- The most sensitive receptors are residential properties surrounding the proposed development site and from the local road network.	No - Temporary landscape and visual effects will occur on a small number of residential properties located close to the proposed development site during construction phase. Given the scale and duration of works, effects will not be significant. At completion of construction works, visual effects will not be significant during the operational phase.
19. Are there any areas or features of historic or cultural importance on or around the location that could be affected by the Project?	No - According to NPWS mapping, the closest feature of historical or cultural significance is a Ring Fort located c. 1km north of the proposed development.	No –Assets would not be physically impacted by the proposed development. There is the possibility of negative effects to the setting of the designated assets by noise, dust and vibration from construction related traffic which could diminish the importance of these assets; however, effects will be temporary, and significant effects will not occur.

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Questions to be considered	Yes/No/? Briefly Describe	Is this likely to result in a significant effect? Yes/No/? – Why?
20. Is the Project located in a previously undeveloped area where there will be loss of greenfield land?	Yes – the proposed development is located in a greenfield area.	No – The loss of greenfield land is considered not significant, and the permanent footpath will improve pedestrian access and safety in the area.
21. Are there existing land uses within or around the location e.g., homes, gardens, other private property, industry, commerce, recreation, public open space, community facilities, agriculture, forestry, tourism, mining or quarrying that could be affected by the Project?	No - there will be land use changes as a result of the proposed development, as the permanent footpath will be constructed where there is already an informal path.	Not Applicable
22. Are there any plans for future land uses within or around the location that could be affected by the Project?	No- The planning applications within close proximity to the proposed development are predominantly small-scale residential extensions.	Not Applicable
23. Are there areas within or around the location which are densely populated or built-up, that could be affected by the Project?	Yes - The Moneymore and Castle Manor housing estates could be temporarily affected by construction works, including through air or noise impacts.	No- any effects will be temporary in duration. The scale of the proposed development means that any effects will be non-significant.
24. Are there any areas within or around the location which are occupied by sensitive land uses e.g., hospitals, schools, places of worship, community facilities, that could be affected by the Project?	Yes - There is a Family Resource Centre 175m west of the proposed development, and there is an Autism Support Louth & Meath facility located 160m to the east of the proposed development.	No - There is the possibility of negative effects to the setting of these receptors by noise, dust and vibration from construction related traffic; however, effects will be temporary, and significant negative effects will not occur.
25. Are there any areas within or around the location which contain important, high quality or scarce resources e.g., groundwater, surface waters, forestry, agriculture, fisheries, tourism, minerals, that could be affected by the Project?	No - While there are SPAs and SACs located within 15km of the proposed development site, there are no high quality or scarce resources located near the development site. The development will not have an impact on any of these SPAs and SACs.	No- Standard measures, environmental guidelines and control measures will be adhered to in order to reduce the likelihood of potential impacts on the water environment. No significant impacts on the river will occur.
26. Are there any areas within or around the location which are already subject to pollution or environmental damage e.g., where existing legal environmental standards are exceeded, that could be affected by the Project?	Yes – the proposed development is located within the Drogheda (IE_EA_G_025) GWB, which is rated as being ‘at risk’ of not achieving its WFD objectives in the 2016-2021 reporting period.	No – Through standard measures and design there is no risk of the proposed development causing any further deterioration of surface water or groundwater quality. The compound will be located ≥ 10 m away from any existing drainage ditches, to minimise the risk of hydrocarbons or other pollutants entering any connected watercourses.

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Questions to be considered	Yes/No/? Briefly Describe	Is this likely to result in a significant effect? Yes/No/? – Why?
27. Is the Project location susceptible to earthquakes, subsidence, landslides, erosion, flooding or extreme or adverse climatic conditions e.g., temperature inversions, fogs, severe winds, which could cause the Project to present environmental problems?	Yes – the OPW has two records of occurrence of flooding in and around the site area in 2006. A 300mm deep grassed swale will be placed along the northern toe of the new embankment and outfall to the existing ditch to compensate fluvial flooding. According to the 'ThinkHazard' tool, the chance of earthquake or landslide, are very low. The risk of an extreme heat event or river/urban flood are rated as 'low'.	No – the project is not likely to be impacted by these environmental events as the likelihood of occurring is very low, and the proposed development will be built to withstand any such events.
Summary of features of Project and of its location indicating the need for EIA:		
N/A		

4 CONCLUSION

As outlined within this Report, it is considered that the proposed development is not a type of development listed in Schedule 5 (Development for the Purpose of Part 10) of the Planning and Development Regulations, 2001 (as amended), that requires mandatory EIA.

The proposed development does not fall within any of the categories of development for which EIA is considered mandatory under the Road Act 1993 (as amended) or the Road Regulations 1994 (as amended). Therefore, the requirements for a mandatory EIA can be screened out.

This EIA Screening Report has considered the proposed development in terms of (i) Characteristics of Proposed Development, (ii) Location of Proposed Development and (iii) Characteristics of Potential Impacts, in accordance with Schedule 7 of the EIA Regulations and Annex III of the EIA Directive in determining whether the proposed development would or would not be likely to have significant effects on the environment.

In considering the assessment criteria, it has been determined that there will be no likely significant effects on the receiving environment as a result of the proposed development.

Therefore, this EIA Screening Report concludes that the proposed development will not result in the potential for significant effects, and it is concluded that the preparation and submission of an EIAR is not required.

Appendix A : Planning Search Result - Projects

Planning Application/Case Reference Number	Proposed Location	Brief Development Description	Application Status/Outcome	Approximate Distance from Proposed Project	Date Planning Application Granted	Potential for In-Combination Effects
Planning Applications						
2251	69 Castle Manor, Ballymakenny Road, Drogheda Co Louth	Permission for a one-bedroom single storey extension and associated site works to the side of existing two storey semi-detached dwelling. The extension will include a lean to tiled roof and a new front window with extended tiled roof canopy to the existing dwelling's front bay window and canopy and to match the existing tiled roofing of the dwelling, all external finishes to match existing and to be consistent with that of other similar type dwellings within the immediate area.	Granted	approx. 0.03 km	11/04/2022	No. No pathway to any European Site(s) is shared between this development and the Proposed Project.
21590	Con Glas, 157 Brookville, Drogheda Co Louth	Permission for a two-storey type dwelling house in the side garden, inclusive of a new vehicular entrance and all associated site development works. This development will also include the repositioning of the existing vehicular entrance which serves the dwelling house at 157 Brookville and the reconfiguration of the separating boundary walls between the two properties. *Significant Further Information received on 27/09/2021 which relates to alterations	Granted	approx. 0.17 km	15/11/2021	No. No pathway to any European Site(s) is shared between this development and the Proposed Project.

Planning Application/Case Reference Number	Proposed Location	Brief Development Description	Application Status/Outcome	Approximate Distance from Proposed Project	Date Planning Application Granted	Potential for In-Combination Effects
		to the western façade of the house design inclusive of a new porch to the utility room, the positioning of the proposed vehicular entrance to the rear of the new dwelling house along the western site boundary, a new pedestrian entrance along the front of the proposed site and all associated site development works*.				
211212	Ballymakenny Road, Drogheda, Co Louth	Permission for amendments to part (approx. 2.79 HA) of a permitted mixed-use development previously approved under planning ref. 07/1399 (ABP Ref PL 15.228370), extended by planning ref. 18/668. This proposed development seeks to amend Clusters B & C of the approved scheme to include for the provision of a total of 74 residential units including 6 no. 4 bed houses; 42 no. 3 bed houses and 26 no. apartments (1-3 bed) in a single 3 & 4 storey block. The proposed amendments to the permitted scheme reduce the overall number of residential units proposed from 659 to 643 (a reduction of 16 residential units). The proposed alterations include for revised public open spaces and landscaping details, provision of ESB substation, revised roads and services layout, together with all associated site development works.	Granted	approx. 0.36 km	13/12/2021	No. No pathway to any European Site(s) is shared between this development and the Proposed Project.

Planning Application/Case Reference Number	Proposed Location	Brief Development Description	Application Status/Outcome	Approximate Distance from Proposed Project	Date Planning Application Granted	Potential for In-Combination Effects
		The proposed development also seeks to amend the wording of condition 6 attached to planning ref. 071399 (ABP Ref PL 15228370).				
2360494	Moneymore and Yellowbatter, Drogheda, Co. Louth	Permission for development at this site (c. 3.76ha) at lands in the Townlands of Moneymore and Yellowbatter. The proposed development comprises 98no. residential units in a mix of houses, duplex and apartment buildings ranging in height from 2 to 4 storeys overall, including: 68no. 2 storey houses (66no. 3-bedroom and 2no. 4-bedroom houses); 26no. apartments (6no. 1-bedroom, 3no. 2-bedroom (3 person) and 17no. 2-bedroom (4 person) apartment units) in 1no. 3 to 4-storey building; and 4no. 2-bedroom duplex units. All associated and ancillary site development and infrastructural works, hard and soft landscaping and boundary treatment works, including public, private and communal open space; public lighting; 177no. surface car parking spaces; 152no. bicycle parking spaces; the demolition of pre-existing concrete strip foundations; 1no. ESB Substation; bin stores; foul drainage pumping station;	Granted	approx. 0.41 km	21/05/2024	No. A NIS was prepared in respect of the proposed development and accompanied the application, concluding that the proposed development would not give rise to any effect of the ecological integrity of any European Sites, alone or in combination with other plans or projects.

Planning Application/Case Reference Number	Proposed Location	Brief Development Description	Application Status/Outcome	Approximate Distance from Proposed Project	Date Planning Application Granted	Potential for In-Combination Effects
		new combined vehicular, cyclist and pedestrian access at Twenties Lane and associated junction upgrades extending from the existing road at the realigned Twenties Lane to the site of development permitted under Louth County Council Reg. Ref. 08/101. An Environmental Impact Assessment Report (EIAR) and Natura Impact Statement (NIS) has been prepared in respect of the proposed development and accompany this application.				
2360492	Moneymore and Yellowbatter, Drogheda, County Louth	Permission for development at this site (c. 2.69ha) at Townlands of Moneymore and Yellowbatter, Drogheda. The proposed development comprises 90no. apartments (42no. 1-bedroom, and 48no. 2-bedroom apartment units) and a childcare facility. This is accommodated in 2no. buildings ranging in height from 3 to 5-storeys, to include: - 16no. 1-bedroom, 4no. 2-bedroom (3 person), 18no. 2-bedroom (4 person) apartment units in Block A; 26no. 1-bedroom, 26no. 2-bedroom (4 person) apartment units in Block B; 1no. childcare facility (c. 584sqm) at ground floor level of Block A with associated external play area (c.	Granted	approx. 0.41 km	21/05/2024	No. A NIS was prepared in respect of the proposed development and accompanied the application, concluding that the proposed development would not give rise to any effect of the ecological integrity of any European Sites, alone or in combination with other plans or projects.

Planning Application/Case Reference Number	Proposed Location	Brief Development Description	Application Status/Outcome	Approximate Distance from Proposed Project	Date Planning Application Granted	Potential for In-Combination Effects
		1,061 sqm). All associated and ancillary site development and infrastructural works, hard and soft landscaping and boundary treatment works, including public and communal open space; public lighting; 123no. surface car parking spaces, 198no. secure bicycle parking spaces; the demolition of pre-existing concrete strip foundations; 1no. ESB Substation; bin stores; foul drainage pumping station; new combined vehicular, cyclist and pedestrian access at Twenties Lane and associated junction upgrades extending from the existing road at the realigned Twenties Lane to the site of development permitted under Louth County Council Reg. Ref. 08/101. An Environmental Impact Assessment Report (EIAR) and Natura Impact Statement (NIS) has been prepared in respect of the proposed development and accompany this application.				
2436	Ballymkenny Road, Drogheda, Co Louth	Permission for the construction of 5 no. 2 storey 3 and 4 bed, detached and semi-detached houses with car parking and all associated site development works etc. on a site area of 0.12 ha, located within the 'Ellwood	Granted	approx. 0.42 km	03/06/2024	No. No pathway to any European Site(s) is shared between this development and the Proposed Project.

Planning Application/Case Reference Number	Proposed Location	Brief Development Description	Application Status/Outcome	Approximate Distance from Proposed Project	Date Planning Application Granted	Potential for In-Combination Effects
		Park' residential development. Access to the proposed development will be via Ellwood Park, off Ballymakenny Road. The effect of the proposed development will be a modification to part of an extant permission under Ref. No. 21/1212, thus replacing 5 no. previously permitted houses, with 5 no. proposed alternative houses.				
21271	212 Brookville, Ballymakenny Road, Drogheda	Proposed development consisting of a single storey extension to the side of dwelling house.	Granted	approx. 0.42 km	31/05/2021	No. No pathway to any European Site(s) is shared between this development and the Proposed Project.
2360493	Moneymore and Yellowbatter, Drogheda, County Louth	Permission for development at this site (c. 3.83ha) at lands in the Townlands of Moneymore and Yellowbatter. The proposed development comprises 82no. 2-storey houses (62no. 3-bedroom and 20no. 4-bedroom houses) and all associated and ancillary site development and infrastructural works, hard and soft landscaping and boundary treatment works, including public and private open space; public lighting; 165no. surface car parking spaces; 100no. bicycle parking spaces; the demolition of pre-	Granted	approx. 0.43 km	21/05/2024	No. A NIS was prepared in respect of the proposed development and accompanied the application, concluding that the proposed development would not give rise to any effect of the ecological integrity of any European Sites, alone or in combination with other plans or projects.

Planning Application/Case Reference Number	Proposed Location	Brief Development Description	Application Status/Outcome	Approximate Distance from Proposed Project	Date Planning Application Granted	Potential for In-Combination Effects
		existing concrete strip foundations; 1no. ESB Substation; bin stores; foul drainage pumping station; new combined vehicular, cyclist and pedestrian access at Twenties Lane and associated junction upgrades extending from the existing road at the realigned Twenties Lane to the site of development permitted under Louth County Council Reg. Ref. 08/101. An Environmental Impact Assessment Report (EIAR) and Natura Impact Statement (NIS) have been prepared in respect of the proposed development and accompany this application.				
22199	74 Brookville Park, Drogheda, Co Louth	permission for a single storey extension of the living room and porch area to the front.	Granted	approx. 0.45 km	31/05/2022	No. No pathway to any European Site(s) is shared between this development and the Proposed Project.
211024	54 Moneymore, Drogheda, Co Louth	Permission for development that will consist of the construction of a front porch and all associated site works *Further Information received on 05/05/2022*.	Granted	approx. 0.46 km	27/06/2022	No. No pathway to any European Site(s) is shared between this development and the Proposed Project.
21981	Ballymakenny Road, Drogheda, Co Louth	Permission for the change of use of part ground floor and first floor offices to child care facility and	Granted	approx. 0.46 km	04/04/2022	No. No pathway to any European Site(s) is shared between this

Planning Application/Case Reference Number	Proposed Location	Brief Development Description	Application Status/Outcome	Approximate Distance from Proposed Project	Date Planning Application Granted	Potential for In-Combination Effects
		all associated site development works.				development and the Proposed Project.
21445	1 Brookville Park, Drogheda, Co Louth	Permission for the demolition of existing detached domestic garage and construction of proposed single storey extension to side of existing two storey dwelling.	Granted	approx. 0.47 km	12/07/2021	No. No pathway to any European Site(s) is shared between this development and the Proposed Project.
2460314	West of Ballymakenny Road, Townland of Yellowbatter, Drogheda County Louth	Permission for development, consisting of the construction of a 3-storey building accommodating 16- no. two and three bed apartments and duplex units, with on street car parking and all associated site development works etc. on a site measuring 0.33 ha, located within the "Ellwood Park" residential development, Ballymakenny Road, Drogheda, County Louth. Access to the proposed development will be via Ellwood Park, west of Ballymakenny Road.	Granted	approx. 0.48 km	28/10/2024	No. No pathway to any European Site(s) is shared between this development and the Proposed Project.
22517	Edenair, 26 Forest Hills, Drogheda Co Louth	Permission for the replacement of the existing roof with a new dormer type roof construction to the dwelling house, a new front porch extension, alterations to the front, side and rear façades of the property, a single storey extension to the rear of the dwelling house and all associated site development works.	Granted	approx. 0.48 km	12/09/2022	No. No pathway to any European Site(s) is shared between this development and the Proposed Project.

Planning Application/Case Reference Number	Proposed Location	Brief Development Description	Application Status/Outcome	Approximate Distance from Proposed Project	Date Planning Application Granted	Potential for In-Combination Effects
21693	1 Forest Hill, Yellowbatter, Drogheda Co Louth	Permission for development that will consist of the construction of a three-storey detached house and detached single storey studio and associated site works.	Granted	approx. 0.49 km	11/10/2021	No. No pathway to any European Site(s) is shared between this development and the Proposed Project.
22632	Clever Clogs St Olivers National School, Ballymakenny Road, Drogheda Co Louth	Permission for an extension to existing single storey creche prefab unit with internal reconfigurations consisting of 4 no. ensuite classrooms total and store, office and wc for pre-school/after school use and minor elevational changes to existing building along with all associated site works.	Granted	approx. 0.5 km	01/11/2022	No. No pathway to any European Site(s) is shared between this development and the Proposed Project.
211134	67 Brookville, Drogheda, Co Louth	Permission for the demolition of an existing single storey commercial unit and the construction of two, two storey terraced houses and associated site works.	Granted	approx. 0.51 km	26/01/2022	No. No pathway to any European Site(s) is shared between this development and the Proposed Project.
2460138	Our Lady of Lourdes Hospital Boyle O'Reilly Terrace/Windmill Road/The Twenties, Moneymore Drogheda, Co. Louth	Permission for redevelopment of lands located directly east of Our Lady of Lourdes Hospital, and including lands within the Medical Missionaries of Mary (MMM) Campus, at Beechgrove/Boyle O'Reilly Terrace/Windmill Road, parking also at a site (proposed for car parking) at The Twenties, Moneymore, Drogheda. The site is located north of Our Lady of Lourdes	Granted	approx. 0.51 km	05/08/2024	No. No pathway to any European Site(s) is shared between this development and the Proposed Project.

Planning Application/Case Reference Number	Proposed Location	Brief Development Description	Application Status/Outcome	Approximate Distance from Proposed Project	Date Planning Application Granted	Potential for In-Combination Effects
		<p>Church (RC), which is a protected structure (RPS ref. DB-099). The development will consist of the construction of a new hospice development providing regional palliative care services in a part 3 and 4 storey building (over 1-2 level basement). A number of the existing MMM building structures on site will be incorporated and partly demolished/altered within the new building development including the existing 4-storey tower building and auditorium building. The proposed hospice will contain 36 no. in-patient bedrooms, day hospital treatment rooms, administration/research services, associated utility and clinical rooms, accommodation for families of patients, oratory, restaurant, kitchen, meeting rooms, winter gardens, terraces and loggia, coffee docks, staff and changing rooms, remains viewing room and all associated ancillary areas. The basement will be accessed via a vehicular ramp and new vehicular access from the Beechgrove/Boyle O'Reilly Terrace/Windmill Road and will</p>				

Planning Application/Case Reference Number	Proposed Location	Brief Development Description	Application Status/Outcome	Approximate Distance from Proposed Project	Date Planning Application Granted	Potential for In-Combination Effects
		<p>include 37 no. car parking spaces and 42 no. bicycle spaces. The development will also include refuse store, plant, sprinkler tank, M&E services, part blue roof and all associated plant and servicing areas (including the relocation of an existing ESB substation to a new free-standing building and incorporating additional storage). The development includes an internal link to the existing hospital at ground floor level. The development includes for the provision of a landscaped courtyard, and associated landscaped areas, upgraded public footpath and lighting, laybys for deliveries/waste collection and set down area, boundary treatments and all associated site works and services provision (including drainage upgrade works along Windmill Road and Ballymakenny Road). The development will include the provision of an additional overflow car parking area of 50. no. spaces provided at Cross Lane, Moneymore with new access via The Twenties. This amounts to a combined total of 87no. car parking spaces.</p>				

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22481	10 Shamrock Villas, Ballymakenny Road, Drogheda Co Louth	Permission for the demolition of a single storey extension to the rear of the house, for the construction of a new single storey extension to the rear of the house, for the construction of a single storey detached domestic garage, for the change of use of the existing attached garage to domestic storage use, for alterations to the elevations of the house, for the installation of 16 no. PV solar panels and for associated siteworks.	Granted	approx. 0.52 km	05/09/2022	No. No pathway to any European Site(s) is shared between this development and the Proposed Project.
22440	Ballymakenny Road, Drogheda, Co Louth	Permission for development within the townland of Yellowbatter consisting of amendments to part of a permitted mixed-use development previously approved under planning ref. no. 07/1399 (ABP ref. PL15.228370), extended by planning ref. no. 18/668 and amended by planning ref. 21/1212. This proposed development seeks to amend an apartment building on the southwest corner of Cluster H of the approved scheme, part of which is currently under construction, to include revised floor plans and elevations. The proposed amendments to the permitted scheme will result in the	Granted	approx. 0.53 km	22/08/2022	No. No pathway to any European Site(s) is shared between this development and the Proposed Project.

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		provision of an additional 2 bed apartment and accordingly it will increase the overall number of residential units within the scheme from 643 (as per ref. no. 21/1212) to 644. The proposed amendments include minor revisions to the associated site development works.				
2460044	Our Lady of Lourdes Hospital, Cross Lane, Moneymore Drogheda	Permission for the construction of a new four-storey medical building at the existing greenfield area bounded by the existing Department of Psychiatry to the west, Mayfield Housing Estate to the south, Twenties Lane to the east, and Drogheda Institute of Further Education to the north, to provide: at ground floor level 8 no. outpatients consulting rooms and associated ancillary accommodation; at first floor level 6 no. outpatients consulting rooms and associated ancillary accommodation, at second floor level 6 no. outpatients consulting rooms and associated ancillary accommodation, at third floor an internal plant room and external plant enclosure and PV array; all totalling 1,372.1 sqm gross internal floor area. Externally the works comprise a new vehicular and pedestrian entrance	Granted	approx. 0.53 km	15/04/2024	No. No pathway to any European Site(s) is shared between this development and the Proposed Project.

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		along Twenties Lane, connecting to the existing internal roads and footpaths at OLOL Cross Lanes carpark, with 19 no. new car parking spaces and 6 no. new bicycle parking spaces, and an ancillary single-storey external store building, together with associated landscaping, site works and site services for all of the above.				
2360339	18 Shamrock Villas, Drogheda, Co. Louth	Permission for extensions and alterations to existing dwelling house, including; demolition of existing rear single-storey flat roof extension and existing chimney to the side elevation, construction of a single-storey rear extension, elevational alterations, enlarge existing vehicular entrance and all associated site works.	Granted	approx. 0.53 km	27/11/2023	No. No pathway to any European Site(s) is shared between this development and the Proposed Project.
19937	15 Broadmeadows, Drogheda, Co Louth	Permission to remove existing compromised roof and replace with a new roof at increased pitch of 40 degrees to contain habitable accommodation within the attic roof space. These works will also entail a change to the house façade and inclusion of a new entrance doorway.	Granted	approx. 0.53 km	10/02/2020	No. No pathway to any European Site(s) is shared between this development and the Proposed Project.
20406	Forest Park, Drogheda, Co Louth	Permission for 2 no. semi-detached dwellings located between existing dwelling no.s 40 & 125, provision of new pedestrian link	Granted	approx. 0.55 km	31/08/2020	No. No pathway to any European Site(s) is shared between this

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		to neighbouring residential development (planning reference no. 15641) currently under construction and all associated site development works.				development and the Proposed Project.
20128	19 Shamrock Villas , Drogheda, Co Louth	Permission for the demolition of existing single storey side garage, tv room and rear kitchen extensions to allow for construction of single and two storey side and rear extension with attic storage space, totalling circa 140 square metres habitable floor area.	Granted	approx. 0.55 km	29/06/2020	No. No pathway to any European Site(s) is shared between this development and the Proposed Project.
191083	20 & 21 Shamrock Villas, Drogheda, Co Louth	Permission for the following: a) Works to widen existing vehicular entrance & driveway, which will include removing an existing pillar and section of existing boundary wall and building a new pillar to widen the vehicular entrance from circa 2m to 4m. New pillar will match existing pillar in size, height, appearance and finish. b) All ancillary site works relating to the development.	Granted	approx. 0.56 km	16/03/2020	No. No pathway to any European Site(s) is shared between this development and the Proposed Project.
22855	Twenties Lane , Moneymore, Drogheda Co Louth	Permission for a proposed dormer style dwelling house, connection to existing public foul sewer, new vehicular entrance onto public road and all associated site development works.	Granted	approx. 0.57 km	20/03/2023	No. No pathway to any European Site(s) is shared between this development and the Proposed Project.
2360285	No.3 Shamrock Villas , Ballymakenny	Proposed enlargement and upgrading of existing vehicular entrance,	Granted	approx. 0.58 km	06/11/2023	No. No pathway to any European

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	Road, Drogheda Co. Louth.	enlarging and redesigning of on-site driveway/parking and all associated site development works.				Site(s) is shared between this development and the Proposed Project.
201084	Ballymakenny Road , Drogheda, Co Louth	Permission for development that will consist of the construction of 69 no. residential units on a site of c. 1.985 hectares. All units are provided with private amenity space in the form of gardens or balconies/terraces. The 69 no units consist of 49 no. terraced and end of terrace houses and 20 no. duplex units. The proposed houses are 2 to 3 storeys in height while the duplex building are 3 storeys in height. The 49 no. houses consist of the following: 4no. 2-bedroom units, 39 no. 3 bedroom units and 6 no. 4 bedroom units. The 20 no. duplexes consist of the following: 4 no. 1 bedroom units, 6 no. 2 bedroom units, 10 no. 3 bedroom units. The proposal includes the provision of car parking and bicycle parking, public and communal open space with associated landscaping, boundary treatments, all associated internal access roads, footpaths and cycles facilities, bin stores, foul and surface water drainage, lighting and all associated and	Granted	approx. 0.58 km	19/07/2021	No. A NIS was prepared in respect of the proposed development and accompanied the application, concluding that the proposed development would not give rise to any effect of the ecological integrity of any European Sites, alone or in combination with other plans or projects.

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		ancillary site works. A Natura Impact Statement (NIS) was submitted to the planning authority with the planning application. *Significant Further Information which includes an updated Natura Impact Statement was received on 27/04/2021*.				
2044	Drogheda Institute of Education, The Twenties, Drogheda	Permission for the construction of a standalone 2 storey sports building (574m2 approx.) consisting of 4 no. changing rooms, sanitary facilities, 1 no. multipurpose room, servery, storage and associated circulation. Works to include all required service connections, new car parking, new access road and all associated site works.	Granted	approx. 0.58 km	05/04/2021	No. No pathway to any European Site(s) is shared between this development and the Proposed Project.
An Bord Pleanála Cases						
312697	Crushrod Avenue, Drogheda, Co Louth A92 V20V	Protected Structure: Demolition of store building to gable end of cottage and replacement with extension to cottage. demolition of sheds and outbuildings to facilitate; change of use from cottage to cafe, 2 retail units, 47 apartments and 9 houses. Associated site works.	Granted	approx. 0.62 km	09/01/2023	No. No pathway to any European Site(s) is shared between this development and the Proposed Project.
312305	80 Pearse Park, Drogheda, Co Louth.	Construction of four off road car parking spaces to front of house.	Granted	approx. 0.86 km	04/05/2022	No. No pathway to any European Site(s) is shared between this development and the

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312205	Yellowbatter & Moneymore, Drogheda, Co. Louth	Amendments to mixed use development resulting reduction from 522 residential units to 517 units. Alterations for revised open public spaces, roads, and services layout.	Granted	approx. 0.92 km	30/08/2022	Proposed Project. No. No pathway to any European Site(s) is shared between this development and the Proposed Project.
313100	51-55 Hardman's Gardens, Drogheda, Co Louth	Demolition of 5 cottages. Construction of 42 houses, 2 storey commercial building for cafe/ pharmacy/medical centre /outdoor gym/car parking and associate site works.	Granted	approx. 0.93 km	17/08/2023	No. No pathway to any European Site(s) is shared between this development and the Proposed Project.