



# **N25 Rosslare Europort Access Road**

Environmental Impact Assessment Screening

May 2022

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## **Environmental Impact Assessment Screening**

May 2022

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# Issue and Revision Record

Revision	Date	Originator	Checker	Approver	Description
A	08.10.21	G. Reid	C. Lew	L. Gough	Draft
B	16.03.22	G. Reid	L. Gough	E. Bennett	Updated following Client comments
C	11.05.22	G. Reid	C. Lew	L. Gough	Third issue

**Document reference:** | 229100548-MMD-0000-RE-RP-C-0031 | C |

**Information class:** Standard

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# Contents

<b>1</b>	<b>Introduction</b>	<b>1</b>
1.1	Background	1
1.2	Project Overview	1
1.3	Statement of Competency	2
<b>2</b>	<b>Project Description</b>	<b>3</b>
2.1	Overview of the Proposed development	3
2.2	Project Description	4
<b>3</b>	<b>EIA Legislation Review</b>	<b>8</b>
3.1	Requirements under the EIA Directive	8
3.2	Requirements under the Planning and Development Regulations 2001, as amended	9
3.2.1	Schedule 5, Part 1 Projects	9
3.2.2	Schedule 5, Part 2 Projects	10
3.3	Requirements under the Roads Act 1993, as amended	10
3.4	Sub-Threshold EIA Screening Considerations	11
3.4.1	Other Relevant Guidance	13
<b>4</b>	<b>EIA Screening</b>	<b>14</b>
4.1	Characteristics of Project	14
4.2	Location of proposed development	16
4.3	Type and Characteristics of Potential Impact	18
<b>5</b>	<b>Conclusion</b>	<b>22</b>
<b>Tables</b>		
	Table 3.1: EIA Requirements under Section 50(1) of the Roads Act	10
<b>Figures</b>		
	Figure 2.1: Proposed N25 Rosslare Europort Access Road	4
	Figure 2.2: Construction Compound Locations	7

# 1 Introduction

## 1.1 Background

Mott MacDonald has been appointed by Wexford County Council to prepare this Environmental Impact Assessment Screening Report for the proposed N25 Rosslare Europort Access Road (hereafter referred to as the proposed development). This report has been prepared to form an opinion as to whether the proposed development should be subject to Environmental Impact Assessment (EIA) and if so, whether an Environmental Impact Assessment Report should be prepared in respect of it.

## 1.2 Project Overview

The N25 along with the connecting N11 are vital strategic transport corridors providing national and regional connectivity with Rosslare Europort, a critical gateway with continental Europe and the UK. Rosslare Europort is Ireland's second largest port for unitised freight and passenger numbers and provides the shortest sea crossing between Ireland & mainland Europe. The impacts of Brexit have significantly intensified Rosslare Europort's strategic importance as a gateway for Irish trade and tourism. The N25 Rosslare Europort Access Road project aims to support the future resilience of this critical international land-sea corridor by delivering a safe, sustainable, high-quality and cost-effective direct transport connection with Rosslare Europort.

The N25 together with the N11/M11 connect Rosslare Europort with the rest of Ireland and together they form a critical land-sea corridor that is part of the TEN-T European Transport Network. TEN-T requires EU member states to develop designated corridors to a high-quality standard in order to strengthen social, economic and territorial cohesion in the EU. 'Enhanced Regional Connectivity' and 'High Quality International Connectivity' are key National Strategic Outcomes in Project Ireland 2040, while the Belfast – Dublin – Rosslare Europort axis also forms Ireland's Eastern Economic Corridor as supported by the Southern Regional Spatial and Economic Strategy and the draft Wexford County Development Plan (2021-2027). Together with the separate proposed N11/N25 Oilgate to Rosslare Harbour project, this "last mile" infrastructure project will complete this strategic international transport corridor. The project has been developed in close consultation with Rosslare Europort which received planning approval in August 2020 (application reference 20200725), to ensure its full integration with the Port Masterplan development. Development proposed under the Masterplan will increase operational capacity in the port and is due to commence implementation in 2022. The full integration of the separate projects will provide a seamless last mile transfer between land and sea, delivering fast and efficient connectivity for people and goods travelling through Rosslare Europort.

Wexford County Council is proposing to provide improved access to Rosslare Europort from the N25 National Primary Road to ensure and secure the sustainability and competitiveness of this key transport link. The main objectives of the project are as follows:

- Improve accessibility and connectivity to Rosslare Europort in order to secure the sustainability and competitiveness of this key international transport corridor;
- Improve road safety, particularly in the village of Rosslare Harbour;
- Avoid or minimise negative impacts on the existing environment;
- Improve accessibility and social inclusion in Rosslare Harbour village by managing or removing Port traffic;
- To promote balanced regional development by improving access to the south-east and Rosslare Europort; and

- Promote sustainable and active travel by integrating high quality cycling and walking infrastructure.

### 1.3 Statement of Competency

Mott MacDonald is a multidisciplinary consultancy with over 20 years' experience of undertaking complex and challenging EIA Screenings and of writing environmental impact assessment reports for a wide range of projects. These include some of the Ireland's largest infrastructure, engineering and development projects.

Mott MacDonald is a corporate member of the Institute of Environmental Management and Assessment and hold its EIA Quality Mark. The Quality Mark Scheme allows organisations that lead the co-ordination of statutory EIAs in the UK and Ireland to make a commitment to excellence in their EIA activities and have this commitment independently reviewed. The EIA Quality Mark is a voluntary scheme, with organisations free to choose whether they are ready to operate to its seven EIA Commitments.

## 2 Project Description

### 2.1 Overview of the Proposed development

The proposed N25 Rosslare Europort Access Road (REAR), which hereafter may be referred to as the proposed road development/scheme, comprises the construction of approximately 1.45km of high quality single carriageway road consisting of a combination of improved existing road and new road corridor to provide a new access route to Rosslare Europort in Co. Wexford, in the townlands of Ballygerry and Ballygillane Little. The proposed scheme includes a railway crossing, two access underpasses, pedestrian/cycle facilities, public lighting, safety measures, environmental mitigation measures and local road junctions and property accesses, as well as localised services diversions.

The scheme utilises and repurposes the existing L3068 Ballygerry Link Road and begins at its junction with the existing N25 national road at Ballygillane. A separate Wexford County Council scheme titled 'N25 Ballygillane Roundabout' proposes a new roundabout at this junction to improve its operational and safety performance. This project received planning permission in January 2020 under Part 8 of the Planning and Development Regulations 2001, as amended, and Part XI of the Planning and Development Act 2000. Wexford County Council intends to construct the N25 Ballygillane Roundabout scheme in 2022.

The proposed road scheme will improve the existing L3068 Ballygerry Link Road to the standards required for a national primary road and to meet the forecast future demand for port traffic. A new section of road then extends from the western end of the existing L3068 Ballygerry Link Road at its junction with the existing L7021 Churchtown Road. The new section of road then turns to the north, crossing over the existing Dublin to Rosslare Harbour rail line before continuing east to connect into Rosslare Europort, via a new roundabout proposed as part of the Masterplan Phase 1 development of Rosslare Europort. Phase 1 of the Masterplan for Rosslare Europort received planning approval in August 2020 (application reference: 20200725) and will commence construction in 2022. The Rosslare Europort Infrastructure Masterplan Phase 1 includes proposals for the development of a new internal road layout that will improve the flow of traffic through the port thus allowing the port to implement the operational capacity required for the current and forecast future increases in freight and passenger traffic using the port. The layout of the masterplan infrastructure also enables the development of new customs terminal facilities at the port. The Office of Public Works (OPW) received planning permission for the terminal development in August 2021 (planning reference number 20211322) and intend to commence construction in 2022. The proposed road development has been designed in close consultation with Rosslare Europort and OPW in order to ensure the full integration of the separate but interconnected developments.

The proposed road development was also developed in consideration of proposals for the future development of a greenway connecting the villages of Rosslare Harbour and Rosslare Strand with a possible onwards connections with Wexford town to the north and New Ross/Waterford city to the west. A preferred route corridor for the Rosslare Harbour to Rosslare Strand greenway has been identified and it is anticipated that a planning submission will be made in 2022. The proposed scheme includes high quality segregated pedestrian & cycle facilities that will also fully integrate with the proposed greenway project.

The total area within the footprint of the development boundary is approximately 8.07ha.

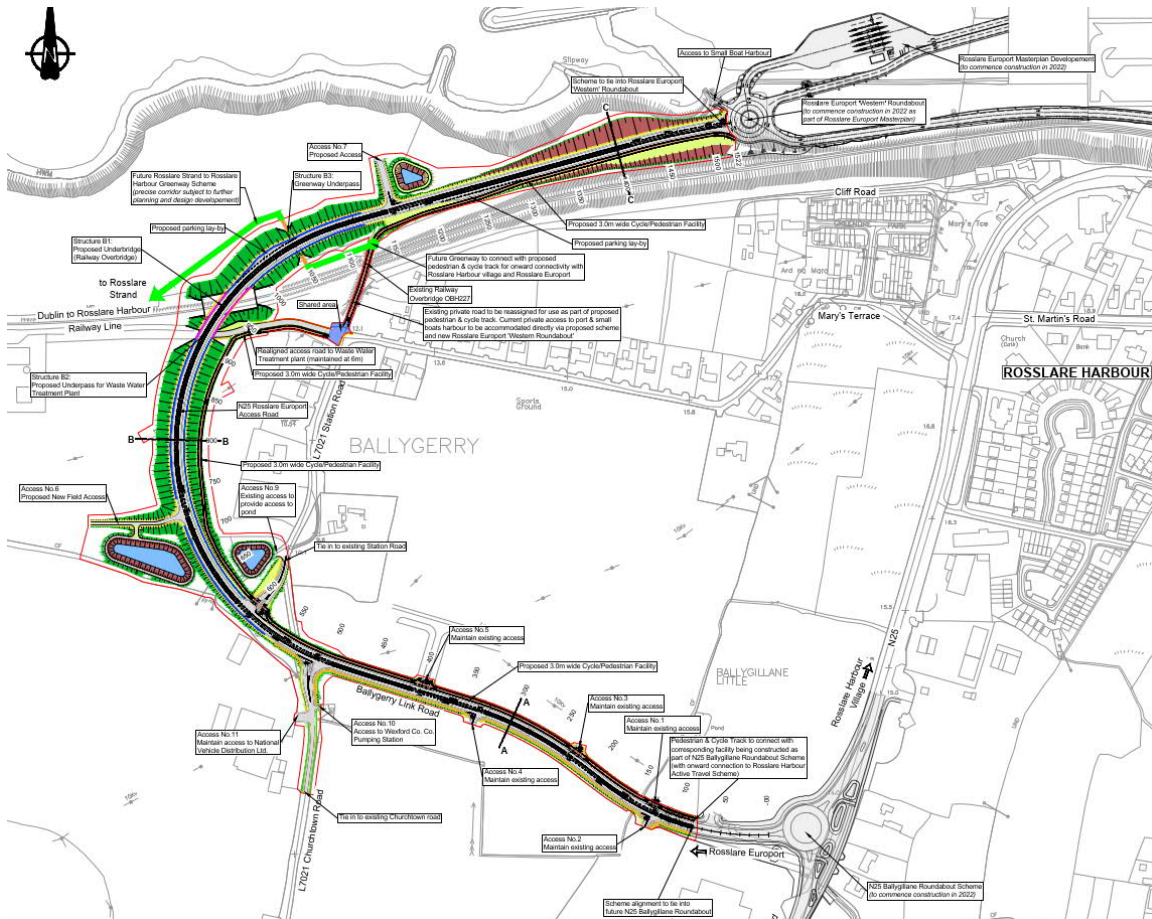


## 2.2 Project Description

The proposed development is located on the periphery of Rosslare Harbour. Rosslare Harbour is located approximately 10km south-east of Wexford. It is located within the existing 60km/h speed limit for the built-up area of Kilrane & Rosslare Harbour. For road design purposes, the road is categorised as an 'Urban Relief Road'. The relevant Transport Infrastructure Ireland (TII) technical standards define an 'Urban Relief Road' as "an urban road where the primary purpose of the road is to facilitate the movement of traffic and avoid congestion or other obstacles to movement".

The initial 500m of the proposed development is located within the existing Ballygerry Link Road corridor, with access points to existing industrial units and sites. The remaining 1km of corridor, is predominantly located on undeveloped agricultural lands and uncultivated coastal lands, also includes a residential property. The road is being developed primarily for the stated purpose of providing improved and sustainable access to Rosslare Europort. It is not being developed to facilitate urban or sub-urban development, and the proposed design does not include new accesses for such development.

**Figure 2.1: Proposed N25 Rosslare Europort Access Road**



Source: Mott MacDonald drawing 229100548-MMD-0000-RE-DR-C-0101

The proposed N25 Rosslare Europort Access Road comprises the following:

1. Upgrading of 450m of the existing Ballygerry Link Road and provision of 1km of new single road carriageway with associated lay-bys to provide a new access route to Rosslare Europort.; all existing private accesses will be maintained, and local road tie-ins upgraded along the 1.45km route of the proposed development

2. Construction of a 3m wide shared two-way cycle/pedestrian route between the proposed N25 Ballygillane Roundabout to the new future Rosslare Europort roundabout;
3. New railway bridge;
4. 2No. underpasses providing provision for access to the existing Irish Water Wastewater Treatment Plant (located in Ballygerry townland) and to the future Rosslare Strand to Rosslare Harbour Greenway, respectively;
5. New staggered road junction with L7021 Churchtown/Station Road;
6. Minor road realignment of the existing L7021 Churchtown/Station Road;
7. Vehicle restraint systems and fencing at the existing railway bridge (OBH227);
8. Drainage systems and flood mitigation measures, including attenuation ponds and storage tank;
9. Enabling works including the demolition of a single residential dwelling (Wayside House, Station Road);
10. Provision of traffic calming islands measure at certain locations along the hatch median.
11. Provision of all associated site development and infrastructure works (including fencing, drainage, utilities, road markings, signage, landscaping and public lighting).

### **Drainage infrastructure**

A combination of drainage systems will be used to drain the road and any associated impermeable surfaces. The route of the road comprises of a sequence of cuttings and embankments, however, as the road is proposed to be predominantly kerbed, a piped drainage system with kerbs and gullies will mainly be used. Earthworks drainage is provided in the form of open v-ditches to intercept surface water and sub-surface water where the adjoining land slopes towards the road alignment. Attenuation storage ponds are designed to intercept storm water runoff and control the discharge to limit flooding during periods of high rainfall intensity. The storage pond holds the water for a period of time and then slowly releases it to a designated outfall via a hydrobrake, sluice gate or similar device. A total of three attenuation ponds and one attenuation storage tank are proposed.

Three drainage outfall points have been identified at approx. chainage. 625, 700 & 1,522. The attenuation storage ponds will service each of the outfall locations to mitigate flood risks and to remove pollutants and solid material through both settling and biological processes. The proposed outfall at approx. chainage. 625 discharges to an existing land drain which discharges into an existing watercourse, Grange Big (EPA Code: 12G48). The outfall at chainage 700m also discharge to Grange Big. From approx. chainage. 1,000 the proposed development and ground topography falls towards the Rosslare Europort 'western' roundabout. There are no existing watercourses, land drains or other existing drainage outfalls available for run-off, instead the attenuation storage pond at approx. chainage. 1,200 and 1,450 will ensure that the treated discharge rate entering the 'western' roundabout drainage system from the proposed development will have a similar discharge rate to the greenfield runoff rate. Oil/petrol interceptors will also be provided at each outfall point as spillage control measures to prevent the discharge of any hydrocarbon contaminants into local watercourses.

### **Lighting Scheme**

New road lighting will be required for the proposed development for safety and operational reasons. This will result in increased light levels along the proposed development footprint, and these potential impacts are assessed under landscape and visual impacts. Low-pressure sodium, high pressure sodium or LED luminaires with a "warm" lighting colour shall be used on site to reduce potential environmental impacts. The design has been undertaken in accordance with TII Publication DN-LHT-03038 Design of Road Lighting for the National Road Network.

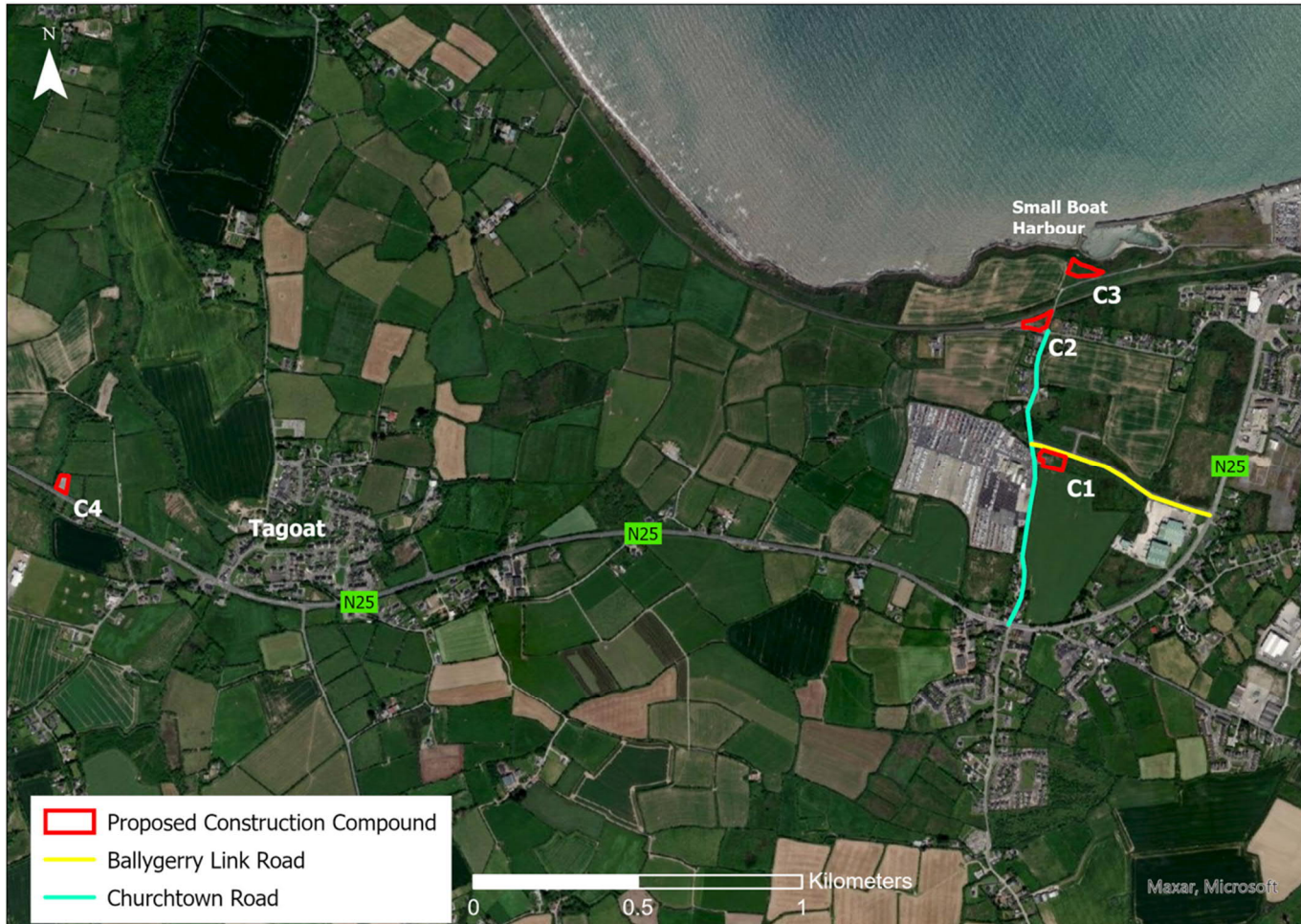
## **Construction Compound**

There are four construction compounds required for the proposed development. Their locations have been identified, taking cognisance of the distance for site construction traffic and personnel to travel, accessibility, proximity to major structures, excavations and embankments, proximity to residential properties, environmental constraints and current land use and ownership. The severance of the site by the Dublin to Rosslare Harbour railway line has also been taken into consideration, with a potential compound site located on either side of the railway line. Subject to planning permission, formal agreements will be finalised with landowners for the use of these sites as temporary construction compounds.

Figure 2.2 below shows the proposed locations for construction compounds during the construction of the N25 Rosslare Europort Access Road.



Figure 2.2: Construction Compound Locations



Source: Mott MacDonald ArcGIS

## 3 EIA Legislation Review

### 3.1 Requirements under the EIA Directive

The requirement for Environmental Impact Assessment (EIA) has its origins in Directive 85/337/EEC on the assessment of the effects of certain public and private projects on the environment. This Directive has been amended three times and was codified by Directive 2011/92/EU in 2011. Directive 2011/92/EU was then subsequently amended by Directive 2014/52/EU in 2014.

The primary objective of the of the EIA Directive (Directive 2011/92/EU), as amended by Directive 2014/52/EU (together, the "EIA Directive"), is to ensure a high level of protection of the environment and human health, through the establishment of minimum requirements for environmental impact assessment (EIA), prior to development consent being awarded, of public and private developments that are likely to have significant effects on the environment.

Directive 2014/52/EU provides a definition of environmental impact assessment as being a process consisting of:

- The preparation of an environmental impact assessment report (EIAR);
- The carrying out of consultations required to inform the EIAR;
- The examination by the competent authority of the information presented in the EIAR and any supplementary information provided, where necessary, by the developer and relevant information received through consultations with the public, prescribed bodies and any affected Member States;
- The reasoned conclusion by the competent authority on the significant effects of the project on the environment; and
- The integration of the competent authority's reasoned conclusion into any development consent decision.

In determining the requirement for EIA, the EIA Directive differentiates between the projects that always require EIA and those for which an EIA may be required. These projects are listed in Annex I and Annex II of the EIA Directive respectively.

Projects listed in Annex I are projects which are considered as having significant effects on the environment and require a mandatory EIA. The most relevant project type in Annex I is identified in Paragraph 7 - in relation to roads developments the EIA Directive has been transposed into Irish legislation through the Roads Act 1993, as substituted and amended by the Roads Act 2007, see Section 3.1.3 herein.

The text for Annex I Paragraph 7 is reproduced below:

*(b) Construction of motorways and express roads [‘express road’ means a road which complies with the definition in the European Agreement on Main International Traffic Arteries of 15 November 1975]*

*(c) Construction of a new road of four or more lanes, or realignment and/or widening of an existing road of two lanes or less so as to provide four or more lanes, where such new road or realigned and/or widened section of road would be 10 km or more in a continuous length.*

The proposed road is neither a motorway or express road as per the definitions contained in the European Agreement on Main International Traffic Arteries of 15 November 1975, which are as follows:

*Motorway means a road specifically designed and built for motor traffic, which does not serve properties bordering on it, and which*

- 1. Is provided, except at special points or temporarily, with separate carriageways for the two directions of traffic, separated from each other either by a dividing strip not intended for traffic or, exceptionally, by other means,*
- 2. Does not cross at level with any road, railway or tramway track, or footpath, and*
- 3. Is specially sign-posted as a motorway*

*Express Roads [are] roads reserved for automobile traffic, accessible only from interchanges or controlled junctions and on which, in particular, stopping and parking are prohibited.*

The proposed development does not fall within the definition for a motorway or express road as cited above, as it provides local access for existing properties bounding the road (such as Rosslare Harbour wastewater treatment plant, field access, local access to Churchtown/Station Road), and lay-bys are provided for stopping and/or parking. The proposed development does not fall within Paragraph 7(c) definition either, as the proposed development provides a single carriageway in each direction of travel. As such, a mandatory EIA is not required.

Annex II projects shall be subject to an assessment where thresholds are met or where there is potential for significant effects on the environment. Under Annex II Paragraph 10. Infrastructure Projects (e) *Construction of roads, harbours, port installations, including fishing harbour (projects not included in Annex I)*, is listed as a development type description which the proposed development may fall within. There is no threshold associated with Paragraph 10(e), however, the proposed works are not considered to fall under this paragraph as there is no potential for *significant effects on the environment* as a result of the proposed development. The outcome of this screening report details the findings of the significance of the proposed development on the environment.

### **3.2 Requirements under the Planning and Development Regulations 2001, as amended**

As of the 1st of September 2018, the European Union (Planning and Development) (Environmental Impact Assessment) Regulations 2018 (S.I. No. 296 of 2018) transposed the requirements of the 2014 EIA Directive (Directive 2014/52/EU) into existing Irish planning consent procedures, i.e. the Planning and Development Regulations 2001, as amended.

In determining the requirement for EIA, the Directive differentiates between the projects that always require EIA and those for which an EIA may be required. These projects are listed in Schedule 5 Part 1 and Part 2 of the Planning and Development Regulations 2001, as amended.

- Part 1 projects are projects which are considered as having significant effects on the environment and require a mandatory EIA; and
- Part 2 projects are those not included in Part 1 but may require EIA where the proposed development is of a class specified in Part 2 and equals or exceeds the relevant thresholds; or, where the proposed development would be of a class specified in Part 2, but does not equal or exceed prescribed threshold in Part 2 yet it is concluded, determined or decided, that the proposed development is likely to have a significant effect on the environment.

#### **3.2.1 Schedule 5, Part 1 Projects**

The proposed development is not a type of project identified in Part 1 of Schedule 5 of the *Planning and Development Regulations 2001, as amended*, therefore an EIA is not automatically required.

### 3.2.2 Schedule 5, Part 2 Projects

Within Part 2, the only reference to road development is listed under Paragraph 10(dd) Infrastructure Projects, as "All private roads which would exceed 2000 metres in length". Paragraph 10(dd) is not applicable to the project, as the proposed development will be carried out by the local authority, Wexford County Council, as a public road scheme.

As such, there is no statutory requirement for the project to be subject to EIA under the Planning and Development Regulations 2001, as amended.

### 3.3 Requirements under the Roads Act 1993, as amended

The provision of the Roads Act 1993, as amended, will also apply to the proposed development. Section 50 (1)(a) [Environmental Impact Assessment Report]<sup>1</sup> requires that a proposed development comprising any of the following, shall be subject to an environmental impact assessment:

**Table 3.1: EIA Requirements under Section 50(1) of the Roads Act**

Section 50(1) Roads Act reference	EIA Required on this basis?
(a)(i) Construction of a motorway	No. The proposed development does not include a road designated as a motorway.
(ii) Construction of a busway	No. The proposed development does not include a busway.
(iii) Construction of a service area	No. The proposed development does not include any service area.
(iv) Any prescribed type of proposed development consisting of the construction of a proposed public road or the improvement of a public road  The types of road development are prescribed under Article 8 the Roads Regulations 1994 (S.I. No. 119 of 1994), as comprising;	<p>The construction of a new road of four lanes, or the realignment or widening of an existing road so as to provide four or more lanes, where such new, realigned or widened road would be eight kilometres or more in length on a rural area, or 500 metres or more in length an urban area</p> <p>The construction of a new bridge or tunnel which would be 100 metres or more in length</p> <p>No. The proposed development will provide a single carriageway in each direction of travel.</p> <p>An overbridge will be provided for the Dublin – Rosslare Harbour rail line and an underpass for the proposed Rosslare Strand – Rosslare Harbour Greenway; however, both are below the threshold of 100m or more in length, measuring 56m and 32m respectively.</p>
(b) Where An Bord Pleanála (ABP) considers that a proposed development would be likely to have significant effects on the environment it shall direct the road authority to prepare an EIS	No. The application is being made under Section 177AE. A determination on the requirement for EIA under Section 120(3)(b) of the Planning and Development Regulations has not been requested. ABP have the authority, post submission, to request an EIAR.
(c) Where a road authority considers that a proposed development would be likely to have significant effects on the environment	No. Not applicable based on the outcome of this screening assessment.

<sup>1</sup> As amended by European Union (Roads Act 1993) (Environmental Impact Assessment) (Amendment) Regulations 2019 S.I. No. 279/2019



Section 50(1) Roads Act reference	EIA Required on this basis?	
it shall inform ABP in writing and where ABP concurs it shall direct the road authority to prepare an EIS		
(d) Where a proposed development would be located on certain environmental sites the road authority shall decide whether the proposed development would be likely to have significant effects on the environment. The sites concerned are:	<p>(i) a European Site within the meaning of Regulation 2 of the European Communities (Birds and Natural Habitats) Regulations 2011 (S.I. No. 477 of 2011),</p> <p>(ii) land established or recognised as a nature reserve within the meaning of section 15 or 16 of the Wildlife Act 1976 (No. 39 of 1976),</p> <p>(iii) land designated as a refuge for fauna or flora under section 17 of the Wildlife Act 1976 (No. 39 of 1976), or</p> <p>(iv) land designated a natural heritage area under section 18 of the Wildlife (Amendment) Act 2000,</p> <p>(v) A Nature Reserve within the meaning of sections 15 or 16 of the Wildlife Act, 1976</p>	<p>No. The proposed development is not within or proximate to any European Site, or any site listed under the Wildlife Act.</p> <p>The Natura Impact Statement prepared for this application confirms no significant effects to European Sites within the zone of influence to the proposed development.</p> <p>Sites designated under the Wildlife Act are not adversely or significantly impacted by the proposed development.</p>
the road authority or the Authority, as the case may be, proposing the development shall decide whether or not the proposed development would be likely to have significant effects on the environment.		
(e) Where a decision is being made pursuant to this subsection on whether a road development that is proposed would or would not be likely to have significant effects on the environment, An Bord Pleanála, or the road authority or the Authority concerned (as the case may be), shall take into account the relevant selection criteria specified in Annex III.		<p>No. The outcome of this screening is based on an assessment of the proposed project against the criteria specified in Annex III.</p>

The proposed development does not meet the description or thresholds set out in Section 50(1) of the Roads Act 1993, as amended, or the Planning and Development legislation, as listed above. There is thus no mandatory requirement for EIA to be completed.

### 3.4 Sub-Threshold EIA Screening Considerations

Notwithstanding the previous sections in this report which screen out the mandatory requirement for an EIA and given the wide-ranging requirement of Section 50 (1)(b) to (e) of the Roads Act (refer to Table 3.1), that any road development or road improvement project which would be likely to have significant effects on the environment, should be subject to EIA, and for the avoidance of doubt, the next section of this report provides a review of the project against prescribed criteria for determining whether or not a sub-threshold development is required to be subject to EIA. The proposed development is thus further assessed herein as a sub-threshold development to demonstrate that it will not result in likely significant environmental effects on the receiving environment. In completing this report, regard was thus also had to Schedule 7 of the Regulations (as transcribed from Annex III of the EIA Directive), which refers to:

*'Criteria for Determining Whether Development Listed on Part 2 of Schedule 5 should be subject to an Environmental Impact Assessment'.*



These criteria cover:

1. Characteristics of the proposed development
2. Location of the proposed development
3. Types and characteristics of potential impacts

### **Characteristics of Projects**

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

- a. the size and design of the whole project;
- 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,
- c. the nature of any associated demolition works;
- d. the use of natural resources, in particular land, soil, water and biodiversity;
- e. the production of waste;
- f. pollution and nuisances;
- 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; and
- h. the risks to human health (for example due to water contamination or air pollution).

### **Location of Projects**

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

- a. the existing and approved land use;
- b. the relative abundance, availability, quality and regenerative capacity of natural resources (including soil, land, water and biodiversity) in the area and its underground;
- c. the absorption capacity of the natural environment, paying particular attention to the following areas:
  - i. wetlands, riparian areas, river mouths;
  - ii. coastal zones and the marine environment;
  - iii. mountain and forest areas;
  - iv. nature reserves and parks;
  - v. areas classified or protected under national legislation; Natura 2000 areas designated by Member States pursuant to Directive 92/43/EEC and Directive 2009/147/EC;
  - 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;
  - vii. densely populated areas; and
  - viii. landscapes and sites of historical, cultural or archaeological significance.

### **Type and Characteristics of Potential Impact**

*The 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, with regard in particular to the impact of the project on the factors specified in Article 3(1), taking into account:*

- a. the magnitude and spatial extent of the impact (for example geographical area and size of the population likely to be affected);

- b. the nature of the impact;
- c. the transboundary nature of the impact;
- d. the intensity and complexity of the impact;
- e. the probability of the impact;
- f. the expected onset, duration, frequency and reversibility of the impact;
- g. the cumulation of the impact with the impact of other existing and/or approved projects; and
- h. the possibility of effectively reducing the impact.

Schedule 7A of the Planning and Development Regulations 2001, as amended, sets out the requirement for the following information to be provided by the Applicant or Developer, for the purposes of screening sub-threshold development for EIA.

4. A description of the proposed development, including in particular—
  - a. a description of the physical characteristics of the whole proposed development and, where relevant, of demolition works, and
  - b. a description of the location of the proposed development, with particular regard to the environmental sensitivity of geographical areas likely to be affected.
5. A description of the aspects of the environment likely to be significantly affected by the proposed development.
6. A description of any likely significant effects, to the extent of the information available on such effects, of the proposed development on the environment resulting from—
  - a. the expected residues and emissions and the production of waste, where relevant, and
  - b. the use of natural resources, in particular soil, land, water and biodiversity.
7. The compilation of the information at paragraphs 1 to 3 shall take into account, where relevant, the criteria set out in Schedule 7

This information is provided in Chapter 2 and in the subsequent section of this report.

### 3.4.1 Other Relevant Guidance

In addition to the various requirements of planning legislation, the following guidance was also considered in the preparation of this EIA Screening Report:

- The Planning and Development Act 2000, as amended, and the Planning and Development Regulations 2001, as amended;
- Environmental Impact Screening Assessment, Practice Note 02 [PN02], Office of the Planning Regulator, June 2021;
- Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment, Department of Housing, Planning and Local Government, August 2018
- Guidance on EIA Screening (Directive 2011/92/EU as amended by 2014/52/EU), European Commission, 2017;
- Draft Guidelines on the Information to be Contained in Environmental Impact Assessment Reports, EPA, Draft, August 2017
- EIA, Guidance for Consent Authorities regarding Sub-Threshold Development, Department of the Environment, Heritage and Local Government, 2003; and
- Appropriate Assessment of Plans and Projects in Ireland - Guidance for Planning Authorities, Department of the Environment, Heritage and Local Government 2009.

## 4 EIA Screening

### 4.1 Characteristics of Project

Criterion	Discussion
Will the size and design of the whole project be considered significant?	<p>No. The footprint of the proposed development covers an area of approximately 8.07 hectares.</p> <p>The design comprises of improvements to an existing road and a new section of road and will link the N25 Ballygillane Roundabout scheme and the Rosslare Europort Masterplan roundabout development, both of which are proposed to be completed in 2022. The initial approx. 500m of the proposed development is located on the existing Ballygerry Link Road corridor with access points to existing industrial units and sites. The remaining approx. 1km of corridor, is predominantly located on undeveloped agricultural lands and uncultivated coastal lands, the proposed development will also require the demolition of an existing residential dwelling.</p> <p>The design of the road is compliant with single carriageway roads as per Transport Infrastructure Ireland standards<sup>2</sup>. Due to the presence of existing and proposed transport and existing wastewater infrastructure, the proposed development requires the development of a bridge and underpass structure. As such, given the design and limited extent and scale of the proposed development it is not considered significant in the context of potential environmental effects.</p>
Will the project have a significant impact when considered in cumulation with other existing and/or approved projects?	<p>No. In order to identify potential cumulative impacts, Wexford County Council planning application database and An Bord Pleanála database were searched to determine if any nearby plans or projects within a 1km radius of the proposed development site were likely to result in cumulative impacts.</p> <p>There is no development requiring EIA within a 5km radius of the proposed development. Applications granted approval in the immediate proximity of the proposed development include applications lodged by Iarnród Éireann, for a new main access road, roundabout, internal road and freight entrance plaza within Rosslare Europort (application reference: 20200725); and extension to Berth 3 and replacement linkspan and demolition of Berth 4 linkspan (application reference: 20211672); Commissioners of Public Works applications include the construction of a new border control post (application reference: 20211322) and relocation of existing pet check portacabin, new lay-by, pedestrian path and additional parking spaces (application reference: 20211971). The Part 8 application for Ballygallane Roundabout was approved by Wexford County Council on 13<sup>th</sup> January 2020 (application reference: LAC1911), is scheduled for construction in 2022.</p> <p>Other applications in the area relate to provision of commercial premises or alterations to existing residential dwellings. Construction of the Europort roundabout and works within Rosslare Harbour will be undertaken during 2022 and are scheduled to be completed in advance of the N25 Rosslare Europort Access Road.</p> <p>There is no functional interdependencies with other existing and/or approved projects. There is no significant impact to the environment when the proposed development is considered cumulatively with other existing and/or approved projects.</p>
Will the project involve the use of natural resources, in particular land, soil, water and biodiversity? Is the use of these natural resources considered significant?	<p>Whilst exact quantities of materials required have not been determined at this stage, there will be a need for the use of quarried aggregates, imported soil and bituminous mixtures for the construction of the road and bridge structures.</p> <p>Ground investigations have indicated that cut material may not be suitable for reuse on site (subject to further geotechnical testing). Soil/ stone from the cut activities will be treated as waste (including potentially contaminated soil). As such, a Construction Resource Waste Management Plan will be required for the proposed development.</p>

<sup>2</sup> <https://www.tiipublications.ie/library/DN-GEO-03031-11.pdf>

Criterion	Discussion
Will the project produce a significant volume of wastes?	<p>There is limited use of other natural resources for the proposed development, and these are not considered to occur in significant quantities or result in significant effects as a result of their use.</p> <p>The largest waste type will be soils excavated for the purposes of implementing the proposed development. The superficial geology underlying the proposed development, has been identified as Macamore Clay. This cut material may be unsuitable for reuse (subject to further geotechnical testing). Macamore Clay therefore may need to be disposed of from site and consequently, general fill required for the embankments will have to be imported to site. Where the excavated material is not able to be used for the construction of the embankments, it may be able to be reused for landscaping purposes. In the event that cut activities result in the disposal of all excavated material, the quantities of soil will not be significant.</p> <p>The removal of waste off-site for recovery or disposal, will only be conveyed by an authorised waste contractor and transported to an authorised site of recovery/disposal in a manner which will not adversely affect the environment</p> <p>Other non-soil wastes associated with the project are not considered to be significant, and can be readily re-used, recovered, and recycled, or disposed of, if need be, through existing waste management infrastructure in the locality.</p> <p>Waste management will be carried out in accordance with the <i>Best Practice Guidelines on the preparation of resource &amp; waste plans for construction and demolition projects</i> published by Environmental Protection Agency (2021) and with the Waste Management Act, as amended.</p> <p>A Construction Resource Waste Management Plan, which will document the volumes of soil for import or disposal off-site, will be required for the construction phase of the proposed development.</p>
Will the project result in significant pollution or nuisance?	<p>No. Construction will adhere to all relevant legal obligations for construction sites in Ireland and recommended best practice (e.g. CIRIA Environmental Handbook for Building and Civil Engineering Projects: Part 2 Construction and BS5228-1:2009+A1:2014 Code of Practice for noise and vibration control on construction and open sites). There is no potential for construction activities to result in significant pollution or nuisance.</p> <p>There will be no significant pollution or nuisance once the proposed road is opened to facilitate port traffic. Noise modelling has been prepared to inform the planning application and confirmed that whilst noise impacts at several receptors near to the proposed scheme show increases in noise levels as a result of the scheme, absolute noise levels at these receptors, and also at the majority of sensitive receptors are relatively low and do not exceed the design goal 60 dB Lden. The assessment of operational road traffic noise impacts shows that there are no noise sensitive receptors within the study area that require additional mitigation in accordance with TII/NRA Guidelines criteria. It is anticipated that construction noise and vibration can be adequately controlled to be within TII/NRA threshold of acceptability with the application of Best Available Techniques.</p> <p>The proposed surface water management includes filter drains and oil interceptors to ensure that sediment and hydrocarbon pollution is captured during the operational phase, there is no risk of significant pollution to surface water bodies during the operational phase.</p> <p>The appointed Contractor will be obliged to develop and implement a detailed Construction Environmental Management Plan which must be approved by the Employer. The CEMP will be required to incorporate any conditions which form a grant of approval from An Bord Pleanála as well as those mitigation measures detailed within the Planning and Environmental Considerations Report and Natura Impact Statement.</p>
Will the project result in a 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>No. The project is not likely to result in a major accident or disaster given that it will involve standard construction practices and no materials or activities which could give rise to major accidents in the context of the EIA Directive.</p> <p>A COMAH Land Use Planning Assessment was prepared and concluded that the potential for major accident risks from the proposed development are low and that they satisfy the criteria set out in the Health and Safety Authority's COMAH land use planning guidance.</p>

Criterion	Discussion
	The Flood Risk Assessment and Coastal Erosion Assessment have concluded that the road is at a low risk of flooding from future events, and that projected rising sea levels are unlikely to put the railway line or the proposed development at risk.
Will the project result in any risks to human health (i.e. due to water contamination or air pollution)?	<p>No. The works will be carried out in accordance with best practice. The proposed development will result in a slightly positive effect on the existing environment along the existing route to Rosslare in relation to air quality, as the creation of the proposed development will result in the dispersion of NO<sub>x</sub> and PM<sub>10</sub> arising from vehicle emissions, thus reducing any cumulated concentrations of these air quality parameters within the residential areas of Rosslare Harbour. No air quality mitigation measures are proposed for the operation phase as the impacts identified without mitigation are negligible. Construction phase air quality mitigation will be in accordance with mitigation outlined in the IAQM 'Guidance on the assessment of dust from demolition and construction'.</p> <p>The closest watercourse to the proposed development is Grange Big (EPA Code:12G48), which is located approximately 220m west of the proposed road alignment. The Southwestern Irish Sea (European Code: IE_SE_010_0000) is located approximately 160m north of the road alignment at the closest point. The proposed development will provide surface water drainage which will connect to the existing surface water network, or discharge via new outfalls with oil interceptors. There will be no discharge from the proposed development which does not pass through an oil inceptor or filter drain. This will ensure that any potential hydrocarbons are captured prior to discharge to watercourses. As a result, there is no water contamination risk from road drainage.</p> <p>There are no groundwater wells or springs, Public Supply Source Protection Areas, or water abstraction points within a 5km distance of the proposed development. Rosslare Harbour is the closest designated bathing beach approximately 2.5km to the north/ northwest. There will be no impact on this amenity from potential pollution as a result of the proposed development.</p>

## 4.2 Location of proposed development

Criterion	Discussion
What is the existing and approved land use?	<p>The proposed development is located within the townland of Ballygerry and Ballygillane Little within the village of Rosslare Harbour. The boundary of the proposed development partially comprises the existing Ballygerry Link Road which will be widened into the verges and developed on made ground that has naturally vegetated, within agricultural land and lands comprising undeveloped lands within Europort Rosslare.</p> <p>The lands contained within the proposed road footprint are zoned as road corridor in the Rosslare Harbour &amp; Kilrane Local Area Plan 2012-2018 (extended), and the draft Rosslare Harbour &amp; Kilrane Settlement Plan which is included in the current draft County Development Plan (2021-2027). Adjacent lands in both of these plans are either unzoned or zoned for industrial use. The development of a new access road to Rosslare Europort is a stated objective of the Wexford County Development Plan (2013-2019) under Objective TM08 &amp; the draft Wexford County Development Plan (2021-2027) under Objective TS55 "to improve accessibility and connectivity to Rosslare Europort, secure the sustainability of access to the Port and mitigate the risks from current constraints and limitations of the existing access".</p>
Has the project the potential to impact on the relative abundance, availability, quality and regenerative capacity of natural resources (including soil, land, water and biodiversity) in the area and its underground?	<p>No. The works will be carried out in accordance with best practice. The implementation of best practice procedures will ensure that the abundance, availability, quality and regenerative capacity of soil, land, water and biodiversity are safe guarded.</p> <p><b>Soil / Land</b></p> <p>The proposed development requires the creation of a 700m long embankment, and a 322m long section of cutting to allow the tie-in to the proposed port roundabout at chainage 1522. These cut and fill activities will result in importation and removal of large volumes of soil. Due to the Macamore Clay Till beneath the area requiring cutting, the re-use of this material may not be</p>

Criterion	Discussion
	<p>possible. However, the volumes of soil importation or exportation is not considered significant. Land take is limited to the extent of the road and pedestrian and cycle provision provided totalling approximately 7.3 hectares. The impacts of the volume of spoil generated and the requirement for soil and aggregates is not considered to result in a significant impact on the relative abundance, availability, quality and regenerative capacity of natural resources.</p> <p><b>Water</b></p> <p>There will be no direct discharge to waterbodies during the construction works, however, accidental spillages/ releases of polluting substances have the potential to occur during construction. Mitigation measures will be employed as per the CEMP in relation to the prevention of pollution runoff. Any direct discharges to waterbodies during the operational phase will occur subsequent to passing through filter drains and/or oil interceptors. Groundwater will not be impacted by the cut activities. There is no impact to water[bodies] as a result of the proposed development.</p> <p><b>Biodiversity</b></p> <p>The proposed road alignment passes through existing road curtilage, rough neutral grassland, agricultural fields and areas of amenity grassland. These habitats are of Local Importance Lower value (with the exception of "the stubble field", which supports low numbers of SPA bird species). The routes also bisect a number of treelines and areas of scrub. These habitats are of Local Importance Higher Value given their importance to local biodiversity and links between features in the wider landscape and small areas, also support habitat for curlew and black tailed godwit. Their loss has been assessed as negative, but of minor or slight significance.</p>
<p>Has the project the potential to impact on the absorption capacity of the natural environment, paying particular attention to wetlands, riparian areas, river mouths</p>	<p>No. The proposed surface water management for the project includes filter drains and oil interceptors to ensure that sediment and hydrocarbon pollution is captured and that flow rates are restricted to ensure greenfield run-off rates are achieved through the use of geocellular attenuation tank and use of attenuation ponds elsewhere in the subject proposed development. There will be no significant impact on wetlands, riparian areas or river mouths as a result of the proposed development.</p>
<p>Has the project the potential to impact on the absorption capacity of the natural environment, paying particular attention to coastal zones and the marine environment</p>	<p>No. The proposed development will not impact on marine or coastal environment; there are no direct works proposed along the coast, with the proposed alignment located approximately 40m at the closest point. The construction working area during the construction phase will be demarcated so that no encroachment on the coastal environment occurs. There is no impact on the marine environment as there are no works as part of the proposed development within the foreshore or within the Irish Sea.</p>
<p>Has the project the potential to impact on the absorption capacity of the natural environment, paying particular attention to mountain and forest areas</p>	<p>No. The project has no potential to impact on these features of the natural environment having regard to its location and the nature of the proposed development works.</p>
<p>Has the project the potential to impact on the absorption capacity of the natural environment, paying particular attention to areas classified or protected under national legislation; Natura 2000 areas designated by Member States pursuant to Directive 92/43/EEC and Directive 2009/147/EC</p>	<p>No. A Natura Impact Statement (NIS) has been prepared for the proposed N25 Rosslare Europort Access Road. The NIS concluded that noise disturbance to wintering birds within Wexford Harbour and Slobbs SPA, Lady's Island Lake SPA, The Raven SPA and Tacumshin SPA have potential for adverse effects to the qualifying species; and surface water pollution has the potential for likely adverse effects of the qualifying species of Slaney River Valley SAC. Mitigation measures have been proposed to avoid or prevent disturbance or contamination of surface waters. The proposed mitigation measures have been incorporated into a Construction Environmental Management Plan for the contractor to implement.</p>
<p>Has the project the potential to impact on the absorption capacity of the natural environment, paying particular attention to areas in which there has already been a failure to meet the environmental quality</p>	<p>No. Southwestern Irish Sea (European Code: IE_SE_010_0000) is classified as Moderate status under the Water Framework Directive monitoring programme 2013-2018 (latest classification). The proposed development will not impact the absorption capacity of this coastal waterbody. The proposed drainage system will discharge to the Grange Big stream, also known as the Milltown Rosslare_010 (European Code: IE_SE_12M860440). It was unassigned under the extant Water Framework Directive 2013-2018 monitoring period. There will</p>

Criterion	Discussion
standards, laid down in Union legislation and relevant to the project, or in which it is considered that there is such a failure	be discharges of surface water run-off from the proposed development to the Grange Big stream from two outfalls. Prior to discharge all run-off will drain through oil inceptors and/or filter drains, which will capture potential hydrocarbon or sediment pollution. No significant impact on the water quality status of either the coastal water or river will occur based upon the design of the drainage system.
Has the project the potential to impact on the absorption capacity of the natural environment, paying particular attention to densely populated areas	No. The proposed development is not located in an area which can be characterised as densely populated. Rosslare Harbour is a rural village with a recorded population of 1,200 from the Census 2016, which covers the settlement of "Ballygeary or Rosslare Harbour". The proposed development covers two townlands, Ballygerry and Ballygillane Little, which have a combined population total of 446 in the 2016 Census. There is no significant effect on the absorption capacity of the natural environment in relation to densely populated areas as a result of the proposed development.
Has the project the potential to impact on the absorption capacity of the natural environment, paying particular attention to landscapes and sites of historical, cultural or archaeological significance	<p>No. There are three sites listed on the Record of Monuments and Places (RMP) within a 250m radius of the proposed development -RMP Ref: WX048-155; WX048-017 and WX048-018. There is no impact on these RMP's or their Zones of Notification, as the construction footprint will not extended within proximity of these archaeological sites. There are no architectural heritage structures listed on the National Inventory of Architectural Heritage, or the Record of Protected Structures within the extant or Draft Wexford County Development Plan within a 250m radius.</p> <p>There is no impact on these identified cultural heritage structures as a direct or in direct result of the proposed development. Mitigation measures to ensure unrecorded archaeological or cultural heritage features are not impacted during construction of the proposed development, include geophysical surveying in accordance with TII guidance. Subsequent targeted testing is dependent on results of the geophysical survey.</p> <p>The proposed N25 Rosslare Europort Access Road is situated within a Coastal Landscape Character Area within the extant and draft Wexford County Development Plan (CDP), coastal landscapes are sensitive to development in some locations. The extant CDP states that <i>"the Council acknowledges that some types of development will have an overriding need to be located in an Upland, River Valley or Coastal landscape or in or near a Landscape of Greater Sensitivity"</i>. A landscape and visual impact assessment has been prepared for the proposed development, which has assessed the landscape sensitivity in relation to the existing anthropogenic activities around the port as Low.</p> <p>Whilst the physical construction stage works will have a notable impact on the landscape in the immediate context of the proposed development, they are viewed in the context of the busy working port context. Furthermore, construction related activity and its effect on landscape character will be temporary in duration.</p> <p>The operational phase will have an impact on the local setting within Ballygerry townland which alter its landscape character. However, the proposed development is aligned with the current and future land uses which are supported by the extant Local Area Plan. The overall significance of the proposed development during the operational phase was assessed as no greater than Moderate-slight within the immediate area, reducing to imperceptible at distances greater than 100m. As detailed within the Landscape Mitigation Plan it is proposed to plant the road embankments with two distinct planting mixes as both a mitigation and enhancement measure.</p>

### 4.3 Type and Characteristics of Potential Impact

Criteria	Discussion
The magnitude and spatial extent of the impact (for example geographical area and size of the population likely to be affected)	The spatial extent of the proposed development measures 8.07 hectares. The magnitude of the impact of the proposed development is limited to Rosslare Europort Access Road and its immediate surrounds, with positive effects for the Europort and Rosslare Harbour village. The expected duration of the construction works is approximately a maximum of 24 months, with works

Criteria	Discussion
The nature of the impact	<p>anticipated to commence in late 2023 (subject to planning permission), with regular maintenance works on-going within the operational phase.</p> <p>The proposed development is expected to be fully operational in 2025 (opening year), subject to planning approval. The project is not significant in terms of the magnitude and spatial extent of impacts, due in part to its scale. The implementation of mitigation measures and established best practice procedures, as set out within the CEMP will be implemented by the appointed Contractor. This will limit and offset potential impacts on receptors (human and ecological), outside of the development area, such that impacts are not considered to be significant.</p> <p>The impact of the proposed development is not considered significant; overall the impact to the settlement of Rosslare Harbour will be positive.</p> <p>The forecasted increases in traffic volumes (traffic modelling developed for the opening year, 2038 and 2053) at Rosslare Europort, has potential to impact residential amenity for properties along the existing N25 route to the port. The proposed development will divert traffic from the village, thereby reducing traffic through Rosslare Harbour, in doing so, a reduction in overall noise and NOx and PM10 air emissions during operation for residents in Rosslare Harbour. The re-direction of traffic does increase noise levels for residential dwellings along Churchtown Road; noise modelling has confirmed absolute noise levels at these receptors, and also at the majority of sensitive receptors are relatively low and do not exceed the design goal 60 dB Lden. The assessment of operational road traffic noise impacts shows that there are no noise sensitive receptors within the study area that require additional mitigation in accordance with TII/NRA Guidelines criteria. In relation to air quality, no mitigation measures are proposed for the operation phase as the impacts identified without mitigation are negligible.</p> <p>The construction phase impacts on air quality, noise and vibration can be mitigated with the use of best available techniques which are detailed in the CEMP.</p> <p>The Natura Impact Statement concluded that potential adverse impacts on some European Sites are likely in relation to noise disturbance and pollution of surface waters, where mitigation measures are not employed. The NIS details mitigation measures to protect the European sites which will be included within the CEMP and will be carried out by the appointed Contractor.</p> <p>Providing that best design and construction practice is followed, no significant pollution is envisaged as result of the proposed development. The CEMP will provide a framework for the management and implementation of construction activities. The CEMP will document all relevant legal obligations for construction in Ireland, in addition to setting out recommended best practice (e.g. CIRIA Environmental Handbook for Building and Civil Engineering Projects: Part 2 Construction). The CEMP will remain a 'live' document which will be reviewed regularly and revised as necessary to ensure that the measures implemented, are effective. The CEMP will ensure that impacts associated with noise, air, etc. – do not result in significant impact or nuisance.</p> <p>In addition, once the project is constructed and operational, no significant pollution is envisaged.</p>
The transboundary nature of the impact	The project will not result in transboundary impacts.
The intensity and complexity of the impact	Potential construction impacts are not considered to be complex when appropriate environmental management techniques are employed, nor intense due to the nature of the development.
The probability of the impact	<p>The proposed development is a type of development which is common in Ireland and have been subject to previous assessments of impacts such that impacts can be predicted and effective mitigation can be readily implemented to ensure that significant adverse impacts are not likely.</p> <p>During construction, conventional construction and best environmental practice techniques can be readily deployed. In order to minimise disruption all mitigation measures detailed within the CEMP will be implemented. It can be concluded that adverse environmental impacts are not likely to occur during the</p>



Criteria	Discussion
The expected onset, duration, frequency and reversibility of the impact	<p>construction phase based on the mitigation measures which are detailed in the CEMP.</p> <p>It is expected that construction works will commence following receipt of the necessary statutory approvals and the duration of the works will be approximately 24 months.</p> <p>Normal working hours during the construction period are expected to be Monday to Friday 07:00 to 19:00, and Saturday 08:00 to 14:00. No works will be undertaken on Sundays or public holidays, unless previously agreed with the local authority. The selection and implementation of established best practice procedures, as set out by the appointed Contractor, will ensure potential environmental impacts during the construction phase are offset.</p> <p>The proposed development has a horizon year of 55 years developed in accordance with TII PAG methodology.</p> <p>The loss of greenfield (agricultural) land and diversion of drainage ditches, is therefore considered permanent and will not be reversible. The impact to landscape is permanent, as localised topography changes are implemented to cross the existing rail line, waste-water treatment works access road and proposed greenway, and provide attenuation ponds; however, as discussed in Section 4.2, the visual impact is not significant in relation to the existing context in which the development is situated i.e. proximate to Rosslare Europort.</p> <p>The selection and design of the proposed development will result in a reduction in environmental impacts on residents of Rosslare Harbour in relation to noise and air quality. No significant or adverse environmental impacts will arise due to the implementation of design features and mitigation measures during the operational phase. The design has also catered for a second rail line should rail services increase to the port. It has also provided pedestrian and cyclist routes and facilitated access to the proposed future Greenway, as sustainable transport modes for non-haulage traffic continue to be promoted.</p>
The cumulation of the impact with the impact of other existing and/or approved projects	<p>Wexford County Council and An Bord Pleanála online planning databases were reviewed to identify nearby plans or projects, within proximity to the proposed development that would be likely to result in potentially significant cumulative impacts.</p> <p>The proposed construction of the approved N25 Ballygillane roundabout is scheduled to conclude before the commencement of the proposed development, as such there are no cumulative effects from the potential overlap of the construction of both of these projects.</p> <p>Both approved developments within Rosslare Harbour by the Commissioner of Public Works are minor in scale and will be operational before the construction of the proposed development.</p> <p>The construction of the proposed development would not overlap with the potential construction of the N11/N25 Oilgate to Rosslare Harbour Project. A selected scheme option has been confirmed for the N11/N25 Oilgate to Rosslare Harbour Project and it is currently estimated that a planning application for the scheme may be submitted to An Bord Pleanála in late 2023 or early 2024.</p> <p>Iarnród Éireann's approved projects for a new roundabout and associated access improvement works at Rosslare Europort are due to be completed in 2022, while the extension to Berth 3 and associated works, will take a duration of 12-15 months, beginning in 2022 works. The works to Berth 3 may result in a small overlap in terms of construction, however the works for Berth 3 are of a small scale and will not result in significant cumulative impacts during their respective construction phases.</p> <p>When all approved projects within Iarnród Éireann's masterplan for Rosslare Europort, works by the Commissioner of Public Works and the Ballygillane Roundabout are operational it is considered that cumulative impacts will not be significant.</p>
The possibility of effectively reducing the impact	<p>The design of the proposed development has been optimised to ensure that environmental impacts are minimised as much as possible.</p> <p>The accompanying CEMP provides a framework for the management and implementation of construction activities. The CEMP will document all relevant legal obligations for construction sites in Ireland, in addition to setting out</p>

Criteria	Discussion
	<p>recommended best practice (e.g. CIRIA Environmental Handbook for Building and Civil Engineering Projects: Part 2 Construction).</p> <p>The detailed design of the proposed development has taken into consideration environmental risks during the lifetime of the development. Technical components of the proposed development, such as surface water management, have been developed to address these specific elements in line with established best practice and statutory requirements, through the provision of greenfield run-off rates, attenuation and provision of pollution control assets to the proposed drainage system.</p>

## 5 Conclusion

It is concluded that impacts associated with the construction and operation of the proposed N25 Rosslare Europort Access Road are not considered to be significant in the context of Annex IIA and Annex III evaluation criteria of the EIA Directive. The proposed development does not require mandatory EIA, and as a sub-threshold project, the effects are not considered significant to warrant the preparation of sub-threshold EIA.

This conclusion is based on the findings of the analysis provided in the preceding sections in relation to:

- Characteristics of Project
- Location of Project
- Type and Characteristics of Potential Impact

As part of the above analysis, a broad range of environmental media have been assessed, including soil, hydrology, biology, air quality and noise, in combination with planning and land-use considerations in the context of construction and operational phases.

No potential impacts of significance were identified during either phase of the proposed development therefore it is considered that EIA is not required for the proposed development.

