

Environmental and Social Data Sheet

Overview

Project Name: M11 Gorey To Enniscorthy Motorway PPP
 Project Number: 2014-0492
 Country: Ireland
 Project Description: The proposed M11 Gorey to Enniscorthy scheme involves greenfield construction of about 40 km of new roads. It will include 27 km of standard 2x2 motorway (M11 route), approximately 0.6 km of Type 3 dual carriageway (N11 route), 4 km of Type 2 dual carriageway (N80 route to be reclassified as N30 route) and 8 kilometres of standard single carriageway (N30 route). A PPP scheme is proposed

EIA required: yes

Project included in Carbon Footprint Exercise¹: no

Summary of Environmental and Social Assessment, including key issues and overall conclusion and recommendation

The project falls under Annex I of the EIA Directive 2011/92/EU and an EIA was done in 2009. A positive Environmental and Planning permit (An Bord Pleanála) was issued in 2/2010 by the Competent Authority for the project. The project is 80-85% greenfield and 90-95% of the land has been acquired. The main impacts of the project are varied but include agriculture and forest land conversion, noise and vibration, visual intrusion, severance of communities, farms and habitats, migration routes, water runoff and destruction of archaeological heritage. Arising from the EIA the Competent Authority has issued a range of mitigating measures including installation of acoustic screens (2750 m), further inventory gathering, some fencing and landscaping, compensatory woodland plantings, animal crossings, restricted work practices, drainage works, archaeological works and regular monitoring.

With regard to the Habitats Directive (92/43/EEC) and Birds Directives (79/409/EEC) the promoter has advised that the project intersects designated candidate Special Area of Conservation (cSAC / Natura 2000 River Slaney valley – site code 000781) in the form of a 154 m bridge over the river Slaney. The bridge will have a central span of 70 m with no piers in the river. The river, 20-30 m in width, is an important habitat for spring Atlantic salmon. Five other designated sites are located within 10 km from the proposed scheme. Mitigation measures are planned for these and other sensitive sites located nearby. The Competent Authority has ruled that the project would not have a significant impact on the Natura 2000 site. The Bank has received the signed Form A from the Competent Authority declaring that the project is not likely to have a significant impact on the environment.

The project is expected to have positive impacts for the environment along the existing route and along the roads from which traffic will divert. Communities adjacent to the old route will benefit by way of improved safety, reduced noise, vibration, and local pollution. Although the schemes will have some negative impact, these have been assessed and adequate mitigation measures have been identified in consultation with relevant stakeholders and included in the final designs. The procedures followed by the Promoter are satisfactory and the project is acceptable for Bank financing, with conditions.

¹ Only projects that meet the scope of the Pilot Exercise, as defined in the EIB draft Carbon Footprint Methodologies, are included, provided estimated emissions exceed the methodology thresholds: above 100,000 tons CO₂e/year absolute (gross) or 20,000 tons CO₂e/year relative (net) – both increases and savings.

Environmental and Social Assessment

Environmental Assessment

The project results from the Wexford County Development Plan 2013 – 2019 and the Regional Planning Guidelines for the South East Region 2010 - 2022 which fall within the scope of the (SEA) Directive 2001/42/EC and therefore, a Strategic Environmental Assessment, has been done. The environmental and planning approval has been granted (An Bord Pleanála). Alternate route/variants were examined at the EIA stage. 16 route options were identified from which five were taken to the next phase. During consultation the main issue related to where the tie-ins to the existing alignment would be located. Initially blue, green, gold, red and purple options were selected. In the final phase the purple route (a combination of all of the others) was selected corresponding to M11 to the east of Enniscorthy and N30 to the north-west of Enniscorthy.

The area is rich in ecology and contains a number of protected species in the area of influence. These include the very important spring Atlantic salmon (Annex 1), River Lamprey and the fresh water pearl mussel. Some sites within 10 km of the project were also examined for bats, grey heron, owls, mute swans, badgers, hedgehogs, hares and water fowl. This ecological inventory will be monitored during and after construction and a number of mitigation measures have been included in the project design.

The opening of the new corridor will result in positive impacts arising out of a reduction in traffic flow through Enniscorthy and the townships along the old route. Noise levels will exceed the 60 dB limit but this will be mitigated via 2750 m of noise barriers. 32,000 m² of compensatory woodland planting will be undertaken to offset the land take. Fencing will also be done along the entire route. Air quality is expected to remain below the limit. Surface water quality will be affected by the operation of the road however mitigation measures including oil interceptors at outfall locations will reduce the impact of accidental contamination. Severance will affect several farms along the route and new land segments will have to be created. Archaeology: trial pits have been identified and ongoing exploratory work is being done. Mitigation measures include preservation by record or in-situ. A 20% factor of safety has been included in the designs to allow for the potential impacts of climate change.

Social Assessment, where applicable

90-95% of land has been acquired by the NRA. In total there are 364 Ha of land take including 120 agricultural properties and 46 non-agricultural properties.

Public Consultation and Stakeholder Engagement, where required

Public consultation was held between 1999 and 6/2002 and 2007-2008 with landowners and interested parties including Govt. bodies, Birdswatch International, Bat Conservation Ireland and the Irish Wildlife Trust. Five route corridors were assessed and a ranking was done. The selected alternative was preferred on environmental and economic grounds. Arising out of public consultation a number of changes were adopted in the final design proposal. There were no outstanding claims at appraisal.