

13. MATERIAL ASSETS

13.1 Introduction

This section assesses the potential impacts of the development on the material assets of the development area including assets of human origin (infrastructure and utilities) and assets of natural origin and identifies measures to mitigate against any significant impacts. Many of the areas covered in this section have already been discussed in other sections of the EIS.

13.2 Existing Environment

The transportation network in the area is well developed. The R152 regional road between Duleek and Drogheda runs along the southern boundary of the site. The Drogheda by-pass to be completed in 2004 as part of the M1 Northern Motorway scheme will traverse the R152 at the proposed Drogheda South Interchange approximately 2km north of the development site. A commercial freight railway runs within 50-100 metres of the northern boundary of the site. This is a spur line which originates in Navan and joins the Dublin line at Drogheda.

A mains water supply running along the R152 road supplies many of the residential dwellings in the area. The limestone aquifer in the area is also used by a number of groundwater abstractors (refer to Hydrogeological report in Attachment 9).

A 110 kV power line runs over the development site (which will be re-routed around the site) and there are 38 kV substations located in Duleek and Rathmullen. A natural gas line runs under the development site. A low pressure gas main runs along the R152.

There is no sewerage line in the immediate vicinity of the development site.

The two principal assets of natural origin would be the underlying bedrock which a number of quarries in the area exploit and also the limestone aquifer which supplies groundwater to various abstractors in the area.

13.3 Construction Impacts and Mitigation

The construction phase of the development will not have a significant impact on the material assets of the area. Construction traffic will not have a significant impact on traffic levels on the surrounding road network (refer to Section 7 Traffic). Water will be brought on site for use as a potable supply during construction. Generators will be used on site to supply the necessary power requirements for construction equipment. All domestic effluent generated on site will be discharged to temporary sewage containment facilities prior to transport and treatment off-site.

As there will no be significant impacts on the material assets of the area no mitigation measures are required.

13.4 Operational Impacts and Mitigation

The material assets of the area including infrastructure will be utilised by the development in a sustainable manner.

The development will not have a significant impact on traffic levels on the surrounding road network (refer to Section 7 Traffic). The development will use a small quantity of mains water as a potable supply and will also extract approximately 15 m³/hour of groundwater from a well drilled on site for non-potable uses. Trials on site indicate that the aquifer has more than adequate capacity to supply this quantity without any significant impact on groundwater levels (refer to Section 8 Hydrogeology). The development will generate approximately 14 MW of electricity, and will use 3 MW for its own operation and will export about 11 MW to the national grid. As there is no sewerage line in the vicinity all domestic effluent generated on site will be treated before being discharged to a percolation area.

In summary the operation of the development will not have any significant impact on the material assets of the area and therefore no mitigation measures are required.

13.5 Conclusions

Construction and operation of the development will not have any significant negative impacts on the material assets on the area.

The development of the waste management facility will provide much needed waste management infrastructure on a local and regional scale. As such the facility will have a significant positive impact on the waste management infrastructure.

As the development will also export electricity to the national grid it will have an overall positive impact on material assets in the area.

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