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# PART VIII PLANNING APPLICATION FOR THE NAVAN CCTV DEVELOPMENT SCHEME EXTENSION

## PLANNING AND ENVIRONMENTAL REPORT

Prepared for: Meath County Council



comhairle chontae na mí  
*meath county council*

**Date:** May 2022

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### PLANNING AND ENVIRONMENTAL REPORT

#### REVISION CONTROL TABLE, CLIENT, KEYWORDS AND ABSTRACT User is responsible for Checking the Revision Status of This Document

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1	Issue for Planning	JOD/RD/AMW	RD	BG	24.03.2022
2	Correction of no. CCTV poles	JG/BF	JON	BG	24.05.2022

**Client:** Meath County Council

**Keywords:** Meath, Navan, Planning and Environment Report

**Abstract:** This Planning and Environmental Report has been carried out to identify and evaluate planning and environmental considerations associate with the Navan CCTV Development Scheme Extension

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## 1. INTRODUCTION

### 1.1 Background

Fehily Timoney and Company (FT) has been engaged by Meath County Council (MCC) to prepare a Planning and Environmental Report for a Part VIII planning application for a proposed CCTV development scheme consisting of 58 CCTV poles at public realm areas throughout the town of Navan, Co. Meath.

### 1.2 Purpose of this Document

This document has been prepared in support of the Part VIII planning application. This document has been developed to:

- Present the site location, context and characteristics.
- Describe the proposed development.
- Outline the planning history of the development site and surrounding development.
- Discuss the planning policy context relating to the proposed development.
- Discuss the need for the proposed development and the justification for the proposed development having regard to the site context, the planning history of the site and the planning and policy context including the Meath County Development Plan 2021-2027.
- Describe the Baseline Environment.
- Discuss environment controls which will be in place on-site for the purposes of ensuring environmental protection.
- Report upon proposed Environmental Management measures to be adopted and implemented to manage, control and prevent potential adverse environmental impacts associated with the proposed development, and Environmental Assessment undertaken for the proposed development
- Report upon EIA Screening undertaken

### 1.3 Applicant Details

Meath County Council is the Applicant in this case.

### 1.4 Development Site Ownership

The development sites in which the CCTV poles are to be located are all located in public realm areas in the town of Navan which are under the ownership of the applicant, Meath County Council.



## 2. DESCRIPTION OF THE PROPOSED DEVELOPMENT

### 2.1 Project Location and Context

The proposed CCTV poles will be developed across public realm areas throughout the town of Navan, Co. Meath, including major junctions, along roadways throughout the town, and at other notable locations. Navan is a sizeable town with a population of 30,173 according to the census of 2016 (CSO). It serves as a commuter town.

A mixed and wide variety of land uses exist in the vicinity of the CCTV Camera Pole locations including commercial, residential, community, light industrial land uses and public realm areas, and amenity open space areas.

Many of the CCTV poles will be located along public transportation routes including the N51, the R163 and the R147).

Some of the CCTV poles will be located in the Architectural Conservation Area situated in the centre of the town, otherwise known as the Navan Historic Core.

Some will be located adjacent to public transport bus stops, namely the Kennedy Road bus stop and the Park and Ride stop in Moathill.

Some will be located at notable town junctions and notable commercial establishments within the town such Chadwicks, Supervalu, Camile Restaurant and Kingscroft Development.

A CCTV Camera Location Map depicting the location of all 58 proposed CCTV poles is shown in Figure 1-1.

Other notable human land uses situated within the town centre are that of Our Lady's Hospital to the south, large retail parks/outlets and grocery stores to the north and west of the town, Navan Business and Technology Park to the west as well as Mullaghboy and Beechmount Industrial Estates to the south.

Land uses within the wider expanse on all sides of Navan town centre consist of agricultural land comprising of a mixture of pasture and arable land.

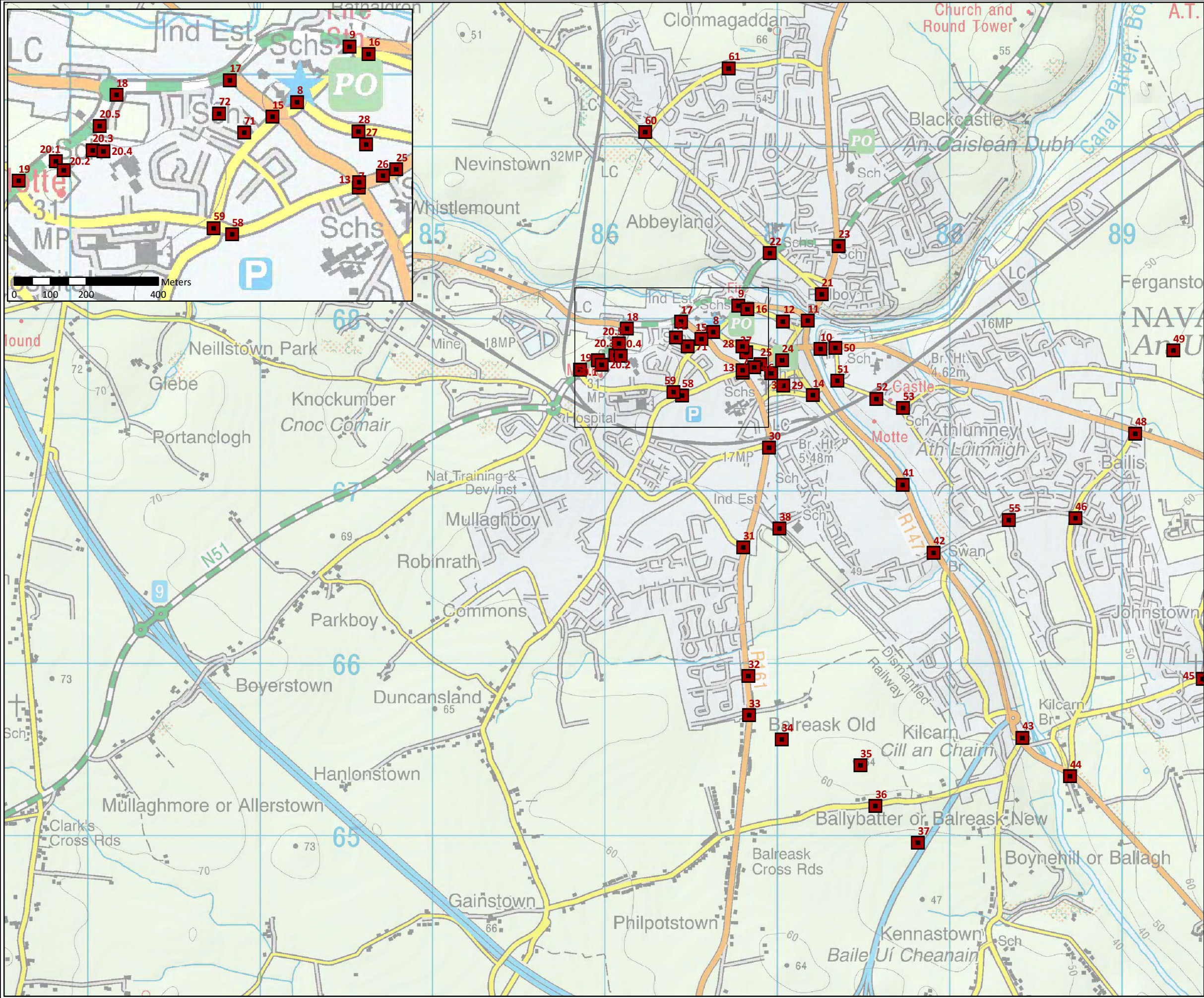
The River Boyne and Blackwater pass through the town of Navan and greatly contribute to the character and setting of Navan town as they merge together in the town centre. The River Boyne and River Blackwater Special Area of Conservation (SAC) and Special Protection Area (SPA) pass through the town centre. The River Blackwater meets the River Boyne in the town centre by the junction of Pollboy Street (R161) and the Inner Relief Road (R147). The River Boyne passes through the town travelling in a south east to north east direction.



Figure 1.1: CCTV Camera Location Map

Path: P:\Bruna\P21-186\Workspaces\P21-186\_GIS\_INFO\_Locations\_A3.mxd

Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community  
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Legend

 P21186\_UpdatedCameraLocation

TITLE:		Camera Locations	
PROJECT:		Navan CCTV Poles	
FIGURE NO:		INFO	
CLIENT:		Meath County Council	
SCALE:	1:21761	REVISION:	1
DATE:	24/05/2022	PAGE SIZE:	A3





## 2.2 Description of the Project

The Navan CCTV Development Scheme Extension project involves the erection of 58 CCTV poles across the following townlands situated in the town of Navan, Co. Meath: TownParks, Abbeyland, Abbeyland South, Dillons Land, Moathill, Johnstown, Limekiln Hill, Balreask Old, Bailis, Athlumney, and Blackcastle Demesne. The proposed CCTV poles will consist of 58 no. steel pole structures measuring between 7.3 metres and 10 metres in height..

Each pole will be fitted with a combination of both 'Fixed' cameras and 'Pan, Tilt, Zoom (PTZ)' cameras. All poles will be painted black, in a style closely similar to existing traffic management structures and poles in the town.

The cameras will be utilized by An Garda Síochána in the interests of public realm surveillance, public safety and crime prevention.

Table 2-1 details each CCTV Pole Location including the associated CCTV Pole Reference Number, the associated planning drawing in which a CCTV pole can be found, and the proposed camera type and number to be located at each pole

**Table 2-1: Camera Locations and Numbers**

Drawing Reference	CCTV Pole Reference Number	CCTV Pole Location	Proposed cameras to be installed at the pole	
			PTZ	Fixed cameras
DG9023	7	Footpath at junction of Railway Street/ Trimgate St/Brews Hill	1	2
DG9023	8	Footpath Abbey Road/Kennedy Road Roundabout at Garda Station	1	2
DG9023	9	Footpath on R147 Kells Road at Fire Station	1	2
DG9024	10	Footpath at R153 Kentstown Rd adjacent to entrance to Andy Brennan Park	1	2
DG9023	11	Footpath on Flower Hill/R147 Junction	1	2
DG9023	12	On Abbey Road adjacent to Bus Stop	1	2
DG9024	14	On footpath at Circular Rd/ Acdemy St junction	1	2
DG9023	15	Footpath at Canon Row / Boreen Keel Roundabout at NW corner	1	2
DG9022	17	R147 Kells Road at Balmoral junction	1	4
DG9022	18	N51 / R147 at LDR4 junction	1	4
DG9022	19	N51 / Moathill Junction at Kingscroft Development	1	4





Drawing Reference	CCTV Pole Reference Number	CCTV Pole Location	Proposed cameras to be installed at the pole	
			PTZ	Fixed cameras
DG9022	20.1	N51 Park and Ride Site at Moathill		3
DG9022	20.2	N51 Park and Ride Site at Moathill	1	2
DG9022	20.3	N51 Park and Ride Site at Moathill	1	2
DG9022	20.4	N51 Park and Ride Site at Moathill	1	2
DG9022	20.5	N51 Park and Ride Site at Moathill	1	2
DG9021	22	N51/ Windtown Rd / Abbeylands	1	4
DG9021	23	N51 Roundabout	1	3
DG9025	30	R163 Trim Rd / Carraige Rd at Chadwicks	1	3
DG9023	24	Cornmarket, Navan Town	1	2
DG9023	25	Preston Laneway, Navan Town	1	1
DG9023	26	Trimgate Laneway, Navan Town	1	1
DG9023	27A	Kennedy Plaza	1	1
DG9023	27B	Kennedy Plaza	1	1
DG9023	28A	Kennedy Road (Bus stop)	1	2
DG9023	28B	Kennedy Road Taxi Rank	1	2
DG9026	31	Dan Shaw/Trim Road Junction	1	1
DG9026	38	St Columbas Crescent (Beaufort) Cycle & Pedestrian Route to Kilcarn Court	1	2
DG9023	39	Bakery Lane - midway between Fairgreen and Trimgate Street	1	2
DG9021	21	Flowerhill/ Ratholdren Road junction	1	2
DG9027	42	Bothar Sion/R147 junction	1	2
DG9027	41	Academy Street/R147 junction	1	2
DG9024	52	Convent Road (Old Athlumney Graveyard)	1	2
DG9024	51	Convent Lane (outside Loreto School)	1	2
DG9025	58	Brews Hill	1	2
DG9025	59	Common Road/Brew Hill Junction	1	2
DG9023	16	Abbey Road/ Fire Station junction	1	2
DG9023	29	Fairgreen Car Park	1	2
DG9023	13	Trimgate Street, Outside Camile Restaurant	1	2



Drawing Reference	CCTV Pole Reference Number	CCTV Pole Location	Proposed cameras to be installed at the pole	
			PTZ	Fixed cameras
DG9024	50	Convent Road/Athlumney junction	1	2
DG9024	53	Convent Road (Elm Park)	1	2
DG9028	46	Metges Road (Supervalu roundabout)	1	2
DG9028	55	Bothar Sion/IDA Business Park junction	1	2
DG9032	45	Johnstown at the Mace shop junction	1	2
DG9033	48	Kentstown Road/LDR6 junction	1	2
DG9031	43	R147 (Kilcarn Bridge)	1	2
DG9031	44	R147/Metges Road junction	1	2
DG9033	49	Johnstown (LDR6)	1	2
DG9029	32	Trim Road/LDR1b (Balreask Manor)	1	2
DG9029	33	Trim Road/LDR1b	1	2
DG9029	34	LDR1b (roundabout)	1	2
DG9030	35	LDR1b	1	2
DG9030	36	LDR1b	1	2
DG9030	37	LDR1b/ M3 Kilcarn Link Road	1	2
DG9034	60	Ratholden Road/Clonmaggaden Road/LDR4 junction	1	2
DG9035	61	Clonmaggaden Road (Tara Court)	1	2
DG9022	71	Ardán Phádraig Playground, Emmett Tce, Navan	1	2
DG9022	72	Ardán Phádraig Playground, Emmett Tce, Navan	1	2

## 2.3 Description of Construction Works involved in CCTV Installation

The proposed CCTV poles will be constructed in the following manner:

1. The site in which the CCTV pole is being erected will be temporarily cordoned off.
2. Parking spaces adjoining each CCTV pole location will be occupied by construction vehicles (to avoid traffic obstruction and diversions). These areas will also be cordoned off.
3. Materials, plant and equipment which will be utilized during construction will be brought to the site by construction vehicles.
4. Where works impinging on nearby or adjoining roads cannot be avoided, a single lane traffic management system will be adopted on the affected roadway.



5. Minor breaking works will be carried out at each proposed pole location to gain underground access. This rock breaking will be minor by virtue of the very small area size to be broken, and the temporary timescale and limited nature of the rock breaking works.
6. Excavation to a depth of 1.2 metre will be undertaken utilizing a hand digging and a mini digger.
7. Poles will be placed in-situ into a 37.5 cm fitted sleeve. This sleeve will be backfilled with hardcore material which will subsequently be compacted.
8. A fresh pour of concrete around the pole will then take place. Concrete will be mixed in-situ with a small mixer. It is important to note that all Concrete mixing and pouring will not be carried out in rainfall (not practical), thereby eliminating run-off risk during these processes. Also, standard construction housekeeping will ensure no residual debris or dust remains after any of the works to be undertaken.
9. Poles will be connected to the public electrical system utilizing existing cable ducts wherever possible. In some cases, new ducting will need to be installed and minor excavation, backfilling and re-paving work will be required to accommodate this.
10. Minor levels of construction and demolition waste will be generated during the process. It is expected that soil and stone generated during the works will be backfilled to some extent. Waste soil and stone and other construction and demolition waste such as waste concrete, bricks and/or pavers will be stored in a receptacle adjoining the working area and taken off-site at the end of a working day. This waste will be sent to an appropriately authorized construction and demolition waste management facility for recovery.

Each CCTV pole will be installed over the course of a single working day. The cameras will be installed over half a day.

Construction works will be undertaken within the following defined operating hours in order to prevent noise nuisance:

- Monday to Friday: 8 a.m. to 7 p.m.
- Saturdays: 8 a.m. to 2 p.m.
- Sundays & Bank Holidays: Works normally not permitted.

## 2.4 Operational Phase of the Proposed Development

The operation and utilization of the CCTV poles by An Garda Síochána will facilitate better public realm surveillance, crime prevention and improved public safety.

The presence and visibility of the CCTV poles and their positioning and views toward roadways will act as a traffic calming measure in the town and will prevent traffic related crime.

The CCTV cameras will be subject to occasional maintenance and repair activities.

Land use in the vicinity of each proposed CCTV pole location will remain the same as it was before (i.e. public realm area used by pedestrians and vehicles).





### 3. PLANNING CONSIDERATIONS

#### 3.1 Relevant Planning History

Due to the dimensions of the poles and the specific design of the proposed project, there are no specific planning applications on the application sites of the proposed development (as defined by the Red Line Boundaries around proposed CCTV pole location in drawings accompanying this planning application).

One particularly relevant Planning Permission in the context of this project is the Part VIII application for the erection of 9 CCTV poles in the town of Navan (this subject project is an extension of this previous scheme). An overview of this Planning Permission is provided in Table 3-1.

**Table 3-1: Relevant Planning History**

Planning File Reference	Applicant	Address	Development Description	Decision	Grant Date
NT800069	Navan Chamber of Commerce	Townlands of Townsparks, Athlumney, & Dillonsland & Abbeylands South, Navan, Co. Meath	The erection of 9 No. CCTV camera's mounted on steel pole structures measuring 7.3 metres (each) in height situated at Kennedy Place, Trimgate St, Kennedy Road, Market Square Island, Timmons Hill, Ludlow St., Church Hill, Bridge St., Railway St. roundabout, Brews Hill, Cannon Row, Garda Station Roundabout & Abbey Road. And all associated site works in relation to this development. A number of these proposed structures will be located within the Navan Town Centre Architectural Conservation Area as identified in the Navan, Development Plan 2003-2009	Granted (Conditional)	14/04/2009



## 3.2 Planning Policy Context

An examination of the planning policy context has been carried out to determine whether or not the proposed development is compliant with policies, objectives and strategies defined in the relevant, applicable planning policy documents.

### 3.2.1 National Transport Authority - Transport Strategy for the Greater Dublin Area 2016-2035

This Regional Strategy states that Navan is a large town which has grown substantially in the past decade. It goes on to state that much of the new housing developed in Navan is occupied by people commuting to work in Dublin, built at lower densities and planned with the car in mind, with long cul-de-sacs and walled off estates creating obstacles to public transport access.

It noted that these larger towns typically have relatively frequent bus or rail services to Dublin city, however local public transport is less developed therefore private car transport is the only viable travel choice for the majority of the population.

As a response to the above observations, the Strategy also recognises the need for some road development to address issues such as safety concerns.

Particular measures related to roads and traffic management defined the Strategy include:

- Local accident remedial measures at locations with a poor road safety record; and
- Increased coordination and monitoring of roadworks, and a roadworks permit system

### Compliance with the National Transport Authority- Transport Strategy for the Greater Dublin Area 2016-2035

The Project will improve road surveillance and safety in Navan thereby complying with and supporting objectives defined in the Strategy. The Project will also support the achievement of High Level Objective 5 defined in the Strategy which is to 'Reduce Personal Stress' during travel.

### 3.2.2 Eastern & Midland Regional Assembly - Regional Spatial and Economic Strategy (RSES)

The Eastern and Midland Regional Assembly published its Regional Spatial and Economic Strategy in June 2019. This document now supersedes the previous Regional Planning Guidelines for the Border Region. The principal statutory purpose of the RSES as set out in the strategy is to support the implementation of the National Planning Framework – Ireland 2040, and the economic policies and objectives of the Government by providing a long-term strategic planning and economic framework for the development of the region.

The RSES is a strategic plan which identifies regional assets, opportunities and pressures and provides appropriate policy responses in the form of Regional Policy Objectives. At this strategic level it provides a framework for investment to better manage spatial planning and economic development. The RSES is required under the Planning and Development Act 2000 (as amended) to address Employment, Retail, Housing, Transport, Water services, Energy and communications, Waste management, Education, Health, Sports and Community Facilities, Environment and Heritage, Landscape, Sustainable Development and Climate Change.



Chapter 10 of the RSES focuses on Infrastructure within the region while chapter 8 focuses on Connectivity. Within these chapters there are numerous policy objectives set out which are in support of the development of CCTV camera and road junctions and areas.

#### Compliance with the Eastern & Midland Regional Assembly – Regional Spatial and Economic Strategy

The efficient and subtle traffic calming effect the proposed development will have on the traffic speeds will enhance the surrounding public realm and improve safety and security across the town of Navan. These camera's will also provide the County Council with quantitative data which will help improve and assist further improvements and developments relation to the Navan's road network and traffic management. The proposed development does therefore adhere to and support the principles and aims of the RSES.

#### 3.2.3 Design Manual for Urban Roads and Streets 2019 (DMURS), (Department of Transport, Tourism and Sport and the Department of Environment)

The focus of the manual is to create streets that are safe, attractive and comfortable for all users. It presents a series of principles, approaches and standards that are necessary to achieve balanced, best practice design outcomes with regard to street networks and individual streets. Well-designed streets can create connected physical, social and transport networks that promote real alternatives to car journeys, namely walking, cycling or public transport. The manual gives guidance on the layout of new developments and on the design of individual roads and streets taking into account streetscapes, urban design as well as engineering criteria. The manual must be taken into account by all Planning Authorities when permitting or planning development.

#### Compliance with the Design Manual for Urban Roads and Streets 2019 (DMURS)

The proposed development will help to improve the efficiency of the road network and the traffic flow of the junction's in question. These works will help to reduce traffic speeds and create safer areas for all road users across the town of Navan. Therefore, the proposed works on the subject site are in accordance with the principles and standards set out in the DMURS. These features are examples of how the design and layout of such a proposal is in accordance with the best practices of proper planning and sustainable development.

#### 3.2.4 Navan Town Centre Integrated Public Realm and Movement Plan

Meath County Council, supported by the National Transport Authority, appointed a multi-disciplinary design team comprising Urban Planners, Engineers, Landscape Architects and Public Realm consultants to prepare the Navan Town Centre Integrated Public Realm and Movement Plan in 2016. This integrated plan focuses on the core of Navan town in terms of connectivity and urban form. Meath County Council developed a strategy to enhance the role and function of Navan both as the County Town. The Public Realm Strategy sets out the strengths and opportunities of Navan, while the traffic management plan ensures reliable access to and from the town centre.

Traffic and transport safety though and within the town is a noticeable element of this plan and relevant to the proposed development. Issue of Traffic congestions, through traffic and speeding vehicles have been systematically addressed throughout this plan.





### Compliance with the Navan Town Centre Integrated Public Realm and Movement Plan

The proposed development will generally support the policies and objectives within the Navan Town Centre Plan by promoting safer and more efficient road networks. The proposed development is unobtrusive in regards to location and positioning, thus, ensuring the project does not impinge any aims and policies set out in the Navan Town Centre Plan. The proposed development also adheres to and compliments the future aims and road development put forward within the Navan Town Centre Plan.

#### 3.2.5 Meath County Development Plan 2021-2027

The Meath County Development Plan has been adopted by the elected members following a review of the amendments and stands as the statutory development plan for Meath for the next 6 years.

The Meath County Development Plan 2021-2027 has a number of policies which address issues of traffic management, communicational infrastructure and transport movement. *Chapter 5 Movement Strategy* of this plan addresses movement in section 5.6 as well as Green Infrastructure and Open Space in section 5.8. *Chapter 7 Community Building Strategy* of the Draft Meath County Development Plan 2021-2027 addresses concerns around road safety and public spaces with the public realm in mind.

**Table 3-2: Relevant Objectives from Meath County Development Plan 2021-20127**

Policy/ Objective	Description
<b>SOC OBJ 15</b>	To ensure public open space is accessible, and designed so that passive surveillance is provided.
<b>MOV OBJ 49</b>	To prepare updated Road Safety Plans in line with the National Road Safety Strategy and in consultation with the Road Safety Authority and relevant stakeholders.

Table 5.1 of the County Movement Strategy also outlines that the R162 Navan Kingscourt Road and R157 Dunboyne Maynooth Road junctions are in need of Safety Upgrades. The proposed development would be regarded as such necessary upgrades which will improve the road safety of these areas and other similar junctions across Navan town centre.

Furthermore, Volume 2 – *Written Statement and Maps for Settlements*, Navan town is addressed in detail. This section of the Meath County Development Plan 2021-2017 contains planning objectives which are relevant to the proposed development. These objectives address the *Social Infrastructure; Urban Design & Public Realm; and Movement*.



**Table 3-3: Relevant Objectives from Meath County Development Plan 2021-2027 Vol.2**

Policy/ Objective	Description
<b>NAV OBJ 19</b>	To prepare a Local Transport Plan for Navan in consultation with the National Transport Authority and in accordance with the Transport Strategy for the Greater Dublin Area.
<b>NAV OBJ 23</b>	To support improvements to the bus network, including accessibility, facilities, and services and junction upgrades, in partnership with the National Transport Authority.
<b>NAV OBJ 27</b>	To support improvements to the junction between Academy Street and the Dublin Road.
<b>NAV OBJ 31</b>	To support and facilitate the wide range of improvements to the accessibility, environmental quality and amenity of Navan Town Centre under the 'Navan 2030' initiative.
<b>NAV OBJ 38</b>	To support and facilitate the improvements to the Kennedy Road Civic Square to reinforce its civic function.

Some of these objectives relate to specific proposed CCTV Camera site locations which indicated the need for road improvements and transport infrastructure.

#### Compliance with Meath County Development Plan 2021-2027

The proposed development will generally support the policies and objectives mentioned by promoting safer and more efficient road networks which is necessary and mentioned throughout the Development Plan. The proposed development is unobtrusive in regards to location and positioning, thus, ensuring the project does not impinge any aims and policies set out in the plan

### **3.3 Need for the Proposed Development**

Having regard to planning policy defined in the above policy documents, it can be seen that there is a national and regional need for the further surveillance the regional national and local roads within town centres.

Policy makers are unified in the concept that CCTV cameras are an effective form of traffic calming infrastructure as well as a proven form of deterrent for anti-social behaviour. The proposed development is designed in a way that will ensure more efficient levels of traffic management and help to enhance the public realm of Navan town centre.

This CCTV Scheme Extension using CCTV Technology is to be utilised by An Garda Síochána in the interest of public safety. Cameras will be located as per the co-ordinates mentioned to facilitate the deterrence, prevention, detection, investigation and prosecution of offences. The location specifics of the cameras has been informed by An Garda Síochána.



The modal shift towards more sustainable forms of transport such as walking, cycling and public transport is constantly being highlighted in national and regional plans and strategies alongside international publications and debates. The proposed development also seeks to further facilitate and encourage this shift by ensuring the safety of pedestrians and cyclists.

Multiple camera locations are situated around future developments and infrastructure developments. A total of 5 no. camera locations are situated around the future N51 Park & Ride facility, 7 no. are located along the indicative future layout for the LDR1b roadway, 1 no. camera is located on the indicative layout of the LDR4 roadway and 2 no. cameras are located on the recently constructed LDR6 roadway. These cameras will provide surveillance for these areas prior to the construction of the planned developments and also improve the surveillance and security of these developments once they have been constructed and are operational. It must be noted that these camera locations are not part of these proposed future developments and are stand-alone features which will compliment any future development within these sites.

There is a distinct need for the installation of the proposed camera's in Navan town centre; such works are in line with the aims and principles of relevant polices and data protection regulations. The proposed development will improve the traffic management and efficiency within the town core whilst also enabling safer journeys for the motorist and pedestrian. This in turn compliments the services, amenities and infrastructure in the region and will be beneficial to the inhabitants of the town and the surrounding region who will be aware of the cameras presence and in turn a reduction of speed is expected. This traffic calming effect will enhance the character and safety of each site.

It is a policy and objective of the Meath County Council to continue to support effective improvement and upgrading of transportation amenities, in order to enhance the safety and management of movement and activity within the compact urban centre of Navan. Although the cameras purpose is initially to facilitate the deterrence, prevention, detection, investigation and prosecution of offences, the visual presence of the cameras throughout the streets of Navan will have lasting residual effects. The installation of such cameras encourages safer driving and acts as a traffic calming measure which will have positive impacts on the towns public realm and overall vibrancy.





## 4. RECEIVING ENVIRONMENT

The locations where CCTV poles are to be located are covered by an area of hard-standing pavement surface situated within public realm areas across the town of Navan.

The proposed sites are situated in the Boyne (WFD Catchment Region No. 07) and are situated in the Blackwater (Kells)\_120, Boyne\_120, Boyne\_130 and Boyne\_140 sub-basins and the Boyne\_SC\_100 sub-catchment.

There are no water bodies features present at the locations where CCTV poles will be installed. Stormwater generated at these locations will be drain to the public stormwater sewer network operated and maintained Meath County Council.

Water quality monitoring at the River Boyne and Blackwater is carried out by the EPA under the Water Framework Directive. The most recent water quality monitoring undertaken on the River Blackwater in Navan at a monitoring station near the application site's (Station Code: RS07B011790, within Navan town, shows that water quality along this stretch of the River Blackwater is of 'Moderate' status (Q Value 3-4). At the point of connection between the River Blackwater and River Boyne in Navan Town, monitoring data (Station Code: RS07B011800) indicated water quality levels of 'Poor' status (Q Value 3). Further upstream on the River Boyne in (Station Code: RS07B041800) monitored water qualities of 'Moderate' (Q Value 3-4).

Areas of ecological importance in the surrounding, receiving environment are that of the River Boyne and River Blackwater SAC and SPA. The receiving ecological environment in the vicinity of the application site is discussed in greater detail in an Appropriate Assessment Screening Report for the proposed development, which adjoins this planning application. This report examines habitats, flora and fauna species and protected sites situated within the sphere of influence of the proposed development in a more in-depth manner and should be referred to develop a greater understanding of baseline ecology in the receiving environment.



## 5. ENVIRONMENTAL MANAGEMENT AND ASSESSMENT

### 5.1 Visual Impact

#### 5.1.1 Construction Phase

The carrying out of construction works at each proposed CCTV pole location will result in a slight, yet insignificant visual impact at the respective location due to the presence of a small cordoned off construction area as well as construction plant and equipment. The visual impact will be temporary and negligible in nature given the duration of the works.

Due to the nature and various locations of the proposed development the construction phase will require the operation of a vehicle which will store and transport the materials and workers. The parking of these vehicles will be required which in turn may impact views from the road and footpath. With the construction of a steel pole of various heights, consideration must be given to ensure the development does not obstruct the views to any protected structure or protected prospect.

It is also paramount that the cameras are orientated in a way that does not impose upon the residential amenities or privacy of surrounding properties.

#### 5.1.2 Operational Phase

Due to the narrow width of the poles, and their close similarity to existing traffic management structures and poles, the poles will not have a significant impact on visual amenity in the public realm areas in which they will be erected, either in the form of visual obstruction or intrusion.

All cameras will be orientated in a position and manner so as not to impede upon the privacy and residential amenity of surrounding properties within the vicinity.

Any unauthorised alterations and movement of the cameras must be corrected immediately and any official alterations must be made aware to the public.

### 5.2 Impact on Cultural Heritage

#### 5.2.1 Construction Phase

Some of the CCTV poles will be constructed in areas that are within the vicinity of a protected structure or within the confines of Navan Town Architectural Conservation Area (ACA).

The carrying out of construction works will not have any material impact on these protected sites/areas given the minor, limited and temporary nature of the works. No amendments or alterations to protected structures will be carried out as part of the works.



The installation of the proposed CCTV cameras within the recognised ACA will be supervised and monitored by a conservation officer to ensure that the integrity of the protected structures and ACA are maintained. These poles and cameras are to be painted black so that they fully assimilate into the surrounding area.

#### 5.2.2 Operational Phase

The proposed works in the ACA are intended to compliment and support the vibrancy and public realm of the area. Therefore, the proposed development will not result in any impacts on the cultural heritage of the area over the lifetime of their existence.

### 5.3 Impact on Receiving Water Environment

#### 5.3.1 Construction Phase

The proposed construction works will not have any adverse impact on the water quality of water bodies contained in the receiving environment, namely the River Blackwater or Boyne, given the following:

- The minor, limited and temporary nature of construction works.
- Concrete mixing and pouring will not be carried out in rainfall, thereby eliminating run-off risk during these processes.
- Standard construction housekeeping will ensure no residual debris dust remains after any of the works to be undertaken
- The lack of a direct hydrological link between the CCTV pole development sites and the water bodies.

#### 5.3.2 Operational Phase

The operation of the CCTV poles will not have any impact on the surrounding water environment.

### 5.4 Dust Impacts

#### 5.4.1 Construction Phase

There will be no significant dust impacts due to the proposed works.

Operations at the proposed development will be undertaken in accordance with standard good construction practice to ensure the working area is kept in a clean and tidy conditions at all times and to ensure there is not residual dust and debris at the site after completion of the works. The site will operate on a clean as you go basis. There will be an end-of-day clean up at the each working site to ensure that all sources of dust and litter are removed from the site and to ensure that there is no off-site nuisance outside of normal operating hours. The small amount of construction and demolition waste which will be generated at each site will be stored securely on-site and brought away from the site at the end of each working day.



Where necessary (i.e. on dry and/or windy days, or in the case of waste presenting on-site which is light and dispersive) this waste will be lightly wetted to prevent dust generation.

Daily site inspections will be undertaken on all of the proposed locations to ensure site cleanliness and prevent the generation of excessive levels of dust generating waste.

Concrete will be mixed in-situ with a small mixer. It is important to note that all Concrete mixing and pouring will not be carried out in rainfall (not practical), thereby eliminating run-off risk during these processes.

#### 5.4.2 Operational Phase

The operation of the CCTV poles will not result in the generation of any dust.

### 5.5 Noise Impacts

#### 5.5.1 Construction Phase

The main sources of noise on-site will be as follows:

- Minor levels of traffic movements
- Minor rock breaking
- Operation of Machinery

The main measure to control noise on-site will be to ensure that all operations are strictly carried out within defined operating hours.

Vehicle idling and the excessive use of reverse alarms will be discouraged on-site to prevent excessive unwarranted noise.

The minor rock breaking at each CCTV pole location in order to break through existing hard stand surfaces is expected to generate between 94-110dB. This rock breaking will be minor by virtue of the very small area size to be broken, and the temporary timescale and limited nature of the rock breaking works. Given the temporary and short timescale for such works, it can be ensured that the noise generated from this work will not significantly impact on surrounding land use amenity.

#### 5.5.2 Operational Phase

The installation of the cameras will act as traffic calming measure thereby slowing down traffic in the town. This is likely to result in the slight reduction of traffic noise in the town.





## 5.6 Ecological Impacts

The development will not have any significant impact on ecology due to minor, temporary and limited nature of the proposed construction works and the lack of any sensitive ecological receptors at or immediately adjacent to the development sites.

The Appropriate Assessment Screening Report for the project addresses the potential impacts of the project on protected areas within the surrounding environment in greater detail (The River Boyne and River Blackwater SAC and SPA).

## 5.7 Traffic Impacts

### 5.7.1 Construction Phase

Pedestrian and vehicle movement may be slightly impact during construction works at each site. The construction of the poles may require temporary, minor pedestrian diversions. Vehicle traffic diversion will not be needed due to the limited spatial extent of the works, given that they are not being carried out on road but rather public realm areas adjoining or close to roadways and given the availability of space for the parking and set down of construction related vehicles, plant and equipment.

### 5.7.2 Operational Phase

The operation of the CCTV poles will serve as a traffic calming and will deter anti-social and criminal behaviour such as speeding. This will allow for a more free flowing and safer traffic network in the town.



## 6. EIA SCREENING

An Environmental Impact Assessment Screening report was carried out for the proposed development in accordance with Annex II of the 2014 EIA Directive and Schedule 7 of the Planning and Development Regulations 2001 (as amended). This report is contained in Appendix 2 of this document.

The proposed development is 'sub-threshold' development under Schedule 7 of the regulations, therefore a 'Mandatory' EIA is not required in this instance.

With the adoption of the management and control measures defined within this document, it has been concluded that the proposed development will not produce any likely, significant effects upon the receiving environment, therefore a 'sub-threshold' EIA is not required.

An EIA is therefore not required for the development.



## 7. CONCLUSIONS

This Planning and Environmental Report has been prepared to accompany the Part VIII planning application to Meath County Council for development of the Navan CCTV Development Scheme Extension.

A description of the project was provided in Section 2 of this report.

A need for this scheme has been established in Section 3 of this report having regard to relevant planning policy discussed. The proposed development will contribute positively to achieving plan policies and objectives defined in a variety of planning policy documents including the Meath County Development Plan 2021 – 2027.

A description of the receiving environment in which the project will be located was provided in Section 4 of this report.

An evaluation of potential environmental impacts associated with the project and how these potential impacts will be managed, prevented and controlled was carried out in Section 5 of this report. The development will not have any significant impact on any environmental aspect or element either during the construction or operational phases of the development.

An EIA Screening Assessment was undertaken for the project (referred to in Section 6 of the report and contained with Appendix 3). This assessment was carried out in accordance with Annex II of the 2014 EIA Directive and Schedule 7 of the Planning and Development Regulations 2001 (as amended). It is considered that the proposed development is sub threshold and is not likely to give rise to significant effects on the environment, and is therefore not required to be subject to an Environmental Impact Assessment.

The proposed development will improve the public realm, traffic management efficiency and public safety within Navan town centre.

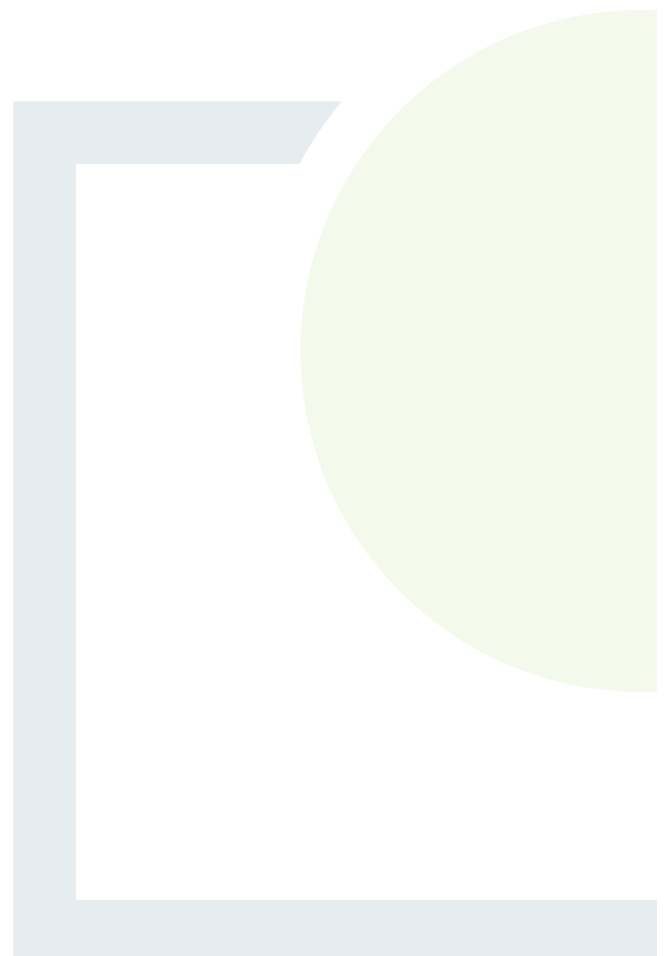
Given all of the above, the proposed development is considered to adhere to principles of proper planning and sustainable development. Therefore, the proposed development should be granted permission.



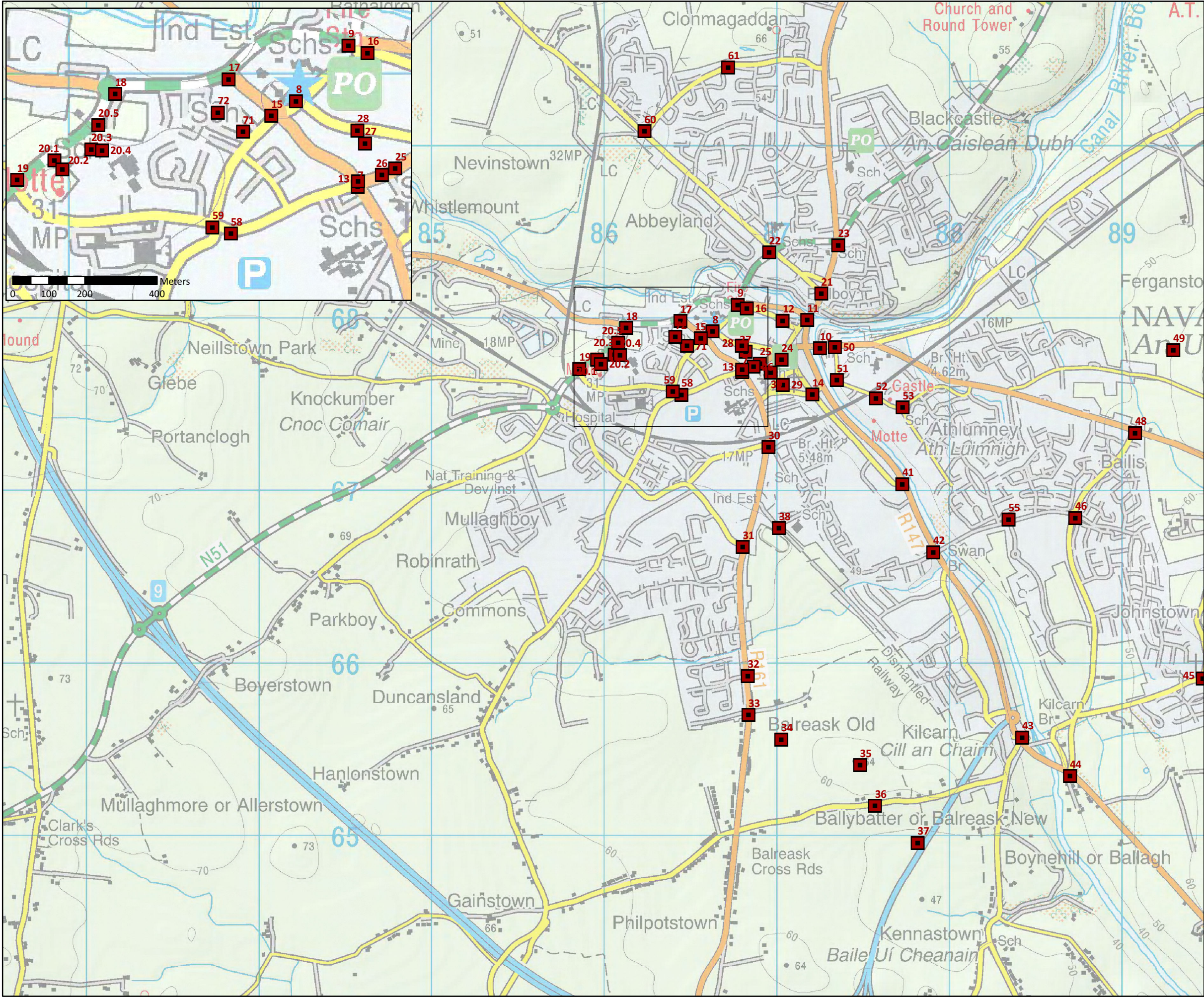
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# APPENDIX 1


Camera Location Map







**Legend**

 P21186\_UpdatedCameraLocation

TITLE:		Camera Locations	
PROJECT:		Navan CCTV Poles	
FIGURE NO:		INFO	
CLIENT:		Meath County Council	
SCALE:	1:21761	REVISION:	1
DATE:	24/05/2022	PAGE SIZE:	A3





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## APPENDIX 2

Environmental Impact  
Assessment Screening Report





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& PLANNING

# PART VIII PLANNING APPLICATION FOR THE NAVAN CCTV DEVELOPMENT SCHEME EXTENSION

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## ENVIRONMENTAL IMPACT ASSESSMENT SCREENING REPORT

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Prepared for: Meath County Council



comhairle chontae na mí  
*meath county council*

**Date:** May 2022

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## **Project Description**

The Navan CCTV Development Scheme Extension project is described in detail within Section 2 of the main body of the Planning and Environmental Report for the planning application for the project.

## **EIA Project Types**

The European Union Directive 2014/52/EU on the assessment of the effects of certain public and private projects on the environment, requires member states to ensure that a competent authority carries out an assessment of the environmental impacts of certain types of project, as listed in the Directive, prior to development consent being given for the project.

The EIA Directive requires that, *“in order to ensure a high level of protection of the environment and human health, screening procedures and EIA assessments should take account of the impact of the whole project in question, including where relevant, its subsurface and underground, during the construction, operational and, where relevant demolition phases”*.

The Requirement for the EIA of various types of development are transposed into Irish legislation under the Planning and Development Act and the Planning and Development (Amendment) Regulations 2001-2021. Schedule 5, Part 1 of the Planning Regulations includes a list of projects which are subject to EIA based on their type. Part 2 of the same schedule includes a list of projects which by reason of scale also fall into the EIA category for example, wind farms with more than 5 no. turbines or having a total output greater than 5 megawatts or the construction of a carpark providing more than 400 spaces, other than a carpark provided as part of, and incidental to the primary purpose of, a development; all fall into Part 2. Schedule 5 also includes a section on extensions or changes to developments for example, any change or extension to existing projects which would result in the development being of a class listed in Schedule 5 or result in an increase in size greater than 25% or 50% of the appropriate thresholds would fall into Schedule 5 and thus require an EIA.

The EIA criteria above is quite clear and prescriptive however in addition to the above Schedule 5 also includes a section relating to ‘sub threshold’ (discretionary) EIA. This is where any project listed in Schedule 5 Part 2 which does not exceed a quantity, area or other limit specified in respect of the relevant class of development (e.g. two turbines having an output less than 5 megawatts or a car park with less than 400 spaces) should be subject to EIA where the project would be likely to have significant effects on the environment, having regard to the criteria set out in Schedule 7 of the Regulations.

The relevant classes of development from Schedule 5, Part 2 that pertain to the proposed development are as follows:

- 10(b)(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.

The proposed development does not exceed any of the size thresholds defined above. The proposed development therefore does not fall into a class of development set out in Schedule 5, Part 1 and therefore an EIA is not mandatory under this part.



The proposed development can therefore be regarded as a development listed in Part 2 of Schedule 5 which does not meet a limit specified in the Schedule. A mandatory EIAR is therefore not required for the project.

Having regard to Class 15 of Part 2 of Schedule 5 however, it remains necessary to assess the likelihood of this 'sub-threshold' development having a significant effect on the environment having regard to criteria set out in Schedule 7 of the Regulations. If it is likely that the project will have a significant effect on the environment having regard to the criteria set out hereunder, an EIA will be required.

### Sub-Threshold EIA Screening

This section of this report screens the project in the context of the criteria set out in Schedule 7 and Annex III of the EIA Directive. The screening demonstrates that there will be no significant impacts associated with the proposed development on the receiving environment in isolation or cumulatively with other projects or proposals in the area. This EIA Screening considers the 'whole project' including all secondary ancillary/subsidiary elements relating to the construction and operation of the project.

Annex III of the EIA Directive details the criteria to be used to determine whether a project should be subject to EIA and Schedule 7 of the Planning and Development Regulations 2001 - 2021 implements this Directive in Ireland. The requirements are as follows:

#### 1. Characteristics of the proposed development

*The characteristics of proposed development, in particular:*

- *The size and design of the whole of the proposed development*
- *Cumulation with other existing 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.*
- *The nature of any associated demolition works*
- *The use of natural resources in particular land, soil, water and biodiversity;*
- *The production of waste;*
- *Pollution and nuisances;*
- *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*
- *The risks to human health (for example due to water contamination, noise or air pollution).*



## 2. Location of Projects

*The environmental sensitivity of geographical areas likely to be affected by proposed development, having regard in particular to:*

- *The existing and approved land use;*
- *The relative abundance, quality and regeneration capacity of natural resources (including soil, land, water and biodiversity) in the area and its underground;*
- *The absorption capacity of the natural environment, paying particular attention to the following area:*
  - *Wetlands, riparian areas, river mouths;*
  - *Coastal zones and marine environment;*
  - *Mountain and forest area;*
  - *Nature reserves and parks;*
  - *Areas classified or protected under legislation, including Natura 2000 areas designated pursuant to the Habitats Directive and the Birds Directive.*
  - *Areas in which there has already been a failure to meet the environmental quality standards, laid down in legislation of the European Union and relevant to the project, or in which it is considered that there is such a failure;*
  - *Densely populated areas;*
  - *Landscapes and sites of historical, cultural or archaeological significance.*

## 3. Characteristics of potential impacts

*The potential significant effects on the environments of proposed development in relation to criteria set out under paragraphs 1 and 2, with regard to the impact of the project on the factors specified in the definition of 'environmental impact assessment report' and taking into account-*

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

The Screening Assessment undertaken is shown in the table overleaf. This assessment utilises the Screening Checklist as detailed in the EU Guidelines to screen the proposed development with regard to EIA requirements. This checklist encompasses the details required under Annex III of the EIA Directive and in Schedule 7 of the Regulations. Any potential impacts are then assessed with regard to their characteristics. In completing this screening assessment regard has also been had to EIA Screening Guidelines contained in the Irish Office of the Planning Regulator's Practice Note PN02 Environmental Impact Assessment Screening published more recently in 2021.





## EIA Screening Checklist

Checklist Questions	Yes/No/Briefly describe	Is this likely to result in a significant impact? 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.)?	The construction and operation of the proposed development will cause any significant physical change in the locality.	-
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?	The construction phase of the proposed development will only involve the use of a small volume of construction materials and will not involve the use materials or energy which are in short supply.	No, only a small volume of readily available construction materials will be used during works. Steel poles, wiring and CCTV camera which will be used during operations are also materials/equipment which are readily available.
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?	The project will not involve the utilization of hazardous materials. Minor levels of dust that may be generated during construction will be minimized through the application of good standard construction practice.	-
4. Will the Project produce solid wastes during construction or operation or decommissioning?	Minor amounts of construction waste will be generated during the construction phase of the proposed development. Such wastes will include wiring, packaging and construction and demolition waste such as brick, pavers and concrete	Solid waste generation will not result in any significant environmental impact given the minor levels of waste that will be produced due to construction works.  All wastes will be removed from the site at the end of a working day and will sent to an appropriately authorised waste management facility.



Checklist Questions	Yes/No/Briefly describe	Is this likely to result in a significant impact? Yes/No/Why?
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?	The project will not result in the release of any significant levels of pollutants to air. Dust generation will be prevented through the application of standard good construction practice. Very minor levels of construction traffic and plant emissions will be generated during both the carrying out of construction works	Construction phase pollutants and impacts will be insignificant given the limited nature and scale of construction phase activities associated with the project and given the intention of Meath County Council to implement construction phase safety and cleanliness measures in accordance with standard construction industry practice.
6. Will the Project cause noise and vibration or the releasing of light, heat energy or electromagnetic radiation?	The construction phase of the proposed development will generate noise impacts which are deemed to be slight yet insignificant in nature due to the limited magnitude, extent and duration of the works, and given operations will be carried out within strictly defined operating hours, and not in the early morning or late at night.	Construction phase activities are unlikely to result in significant noise impacts on sensitive receptors, given the limited and temporary nature of proposed construction activities. The project will not result in the generation of any operational phase noise.
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 hazardous materials will be utilized during the construction or operational phases of the project. Minor levels of dust which may be generated during construction activities will be controlled and minimized through the adoption of good housekeeping practices in working areas.	-
8. Will there be any risk of accidents during construction or operation of the Project that could affect human health or the environment?	Accidents could potentially occur during the construction phase of the proposed development. Such accidents may impact upon human health and safety (E.g. slips, trips and falls, misuse of machinery, electrocution etc)	Construction activities are unlikely to result in the occurrence of accidents of significance. Construction activities on-site will be undertaken in accordance with a Health and Safety Plan which will be developed in accordance with Safety, Health and Welfare at Work (Construction) Regulations 2013 (S.I. No. 291 of 2013).



Checklist Questions	Yes/No/Briefly describe	Is this likely to result in a significant impact? Yes/No/Why?
		<p>All health and safety risks associated with proposed construction activities will be proactively and robustly managed during construction as per standard practice. Appropriate health and safety engineering and administrative controls will be adopted to prevent health and safety impacts. Environmental risk associated with construction activities will be controlled in accordance with standard construction industry practice.</p> <p>No significant risk of operational phase accidents affecting health and safety or the receiving environment will exist.</p>
9. Will the Project result in environmentally related social changes, for example, in demography, traditional lifestyles, employment?	The proposed development will have a negligible impact on demography or traditional lifestyles. The proposed development may result in the generation of minor levels of employment due to the need to monitor and maintain the camera's. The proposed development may contribute to social change, namely encouraging traffic to slow down and improving public safety and security.	The proposed development will not result in any significant adverse social changes of a negative nature.
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?	The proposed development is an extension to and existing CCTV Scheme. The proposed works will not give rise to any related consequential development which could lead to significant environmental impacts.	The volume and comprehensive nature of the proposed development covers the town centre appropriately and shall not give rise to any further related development.



Checklist Questions	Yes/No/Briefly describe	Is this likely to result in a significant impact? Yes/No/Why?
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 River Boyne and River Blackwater SAC (002299) and SPA (004232). The River Blackwater and River Boyne flow directly into Navan town and meet in the town centre. The River Blackwater flows in a north west to south east direction entering the town from the north west. The River Boyne flows from a south eastern direction travelling north into Navan town centre and turns north east upon joining with the River Blackwater. From here the River Boyne flows out of Navan town in a north easternly direction. The next nearest protected site to the subject site is Jamestown Bog pNHA (001324) 7.7km west of the site.	The proposed development is unlikely to have an impact on the River Boyne and River Blackwater SAC and SPA given the limited nature of the proposed construction works associated with the proposal. Potential impacts of the project on these protected areas is assessed further in an Appropriate Assessment Screening Report which accompanies this application.
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.	The River Boyne and River Blackwater SAC (002299) and SPA (004232) flow directly into Navan town and meet in the town centre. These areas are designated protected sites which interests surrounding Birds and habitats.	The proposed development is unlikely to have an impact on the River Boyne and River Blackwater SAC and SPA given the limited nature of the proposed construction works associated with the proposal. The potential impacts of the project on these protected areas are assessed further in an Appropriate Assessment Screening Report which accompanies this application.
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?	There are no areas at any development site used by flora or fauna species that may be impacted by the proposed development having regard to the nature, scale and footprint of the proposed development.	The proposed development is located in public realm area in a urban region (i.e. pathways and junctions). There are no areas of ecological importance sharing these spaces.



Checklist Questions	Yes/No/Briefly describe	Is this likely to result in a significant impact? Yes/No/Why?
		The potential impacts of the project on surrounding protected areas in the wider area are assessed further in an Appropriate Assessment Screening Report which accompanies this application.
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?	There is no inland, coastal, marine or underground waters on or around the location which could be affected by the Project	The proposed development will not impact any water features on or around the location of the project.
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?	CCTV poles will be erected at some sites which are within the ACA of Navan Town. Given the limited extent and footprint of CCTV pole installation, and given that proposed CCTV poles will appear closely similar to existing traffic management structures and poles the proposed development will not impact on sensitive landscapes or areas of scenic value.	-
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?	There are a number of access areas and facilities around the CCTV pole development site. The positioning of the poles at these locations is intended to improve the public realm and safety of the area and its vicinity.	The construction phase of the proposed works will not significantly or permanently impact recreational routes or facilities given the limited scale and extent, and temporary nature of construction.
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?	The CCTV pole locations are located at and adjacent to a number of transport routes across the town of Navan.	The project will not significantly impact transport routes within the town. The operation of the CCTV cameras may act as a traffic calming measure and improve traffic flow in the town.





Checklist Questions	Yes/No/Briefly describe	Is this likely to result in a significant impact? Yes/No/Why?
	It is unlikely the construction works associated with the project will negatively affect traffic movements given the minor extent and footprint of the works, and given proposal to provide temporary pedestrian and vehicle diversions where needed.	
18. Is the Project in a location in which it is likely to be highly visible to many people?	Yes, the cameras will be mounted on poles ranging in height at busy areas and junctions across Navan town. These cameras will be visible but also will blend in with the surrounding landscape and design of the area's.	The proposed development will not significantly impact visual amenity in the receiving environment.
19. Are there any areas or features of historic or cultural importance on or around the location that could be affected by the Project?	Navan town has over 202 protected structures. Some of which are located in the vicinity of camera pole locations	The proposed development will not have any significant impact on features of historic or cultural importance given the footprint of the poles and their likely assimilation with existing traffic management infrastructure.
20. Is the Project located in a previously undeveloped area where there will be a loss of greenfield land?	No, the poles will be situated in existing public realm areas.	The proposed development will not result in the loss of greenfield land.
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?	There is a number of receptors located around each of the sites and adjoining lands including residential and commercial receptors. Many of these CCTV camera locations are also situated along public transport routes (e.g. along the R163, R163) and immediately adjacent to public transport bus stops at Abbey Road and Kennedy Road. Camera locations are also described as being outside local landmarks and commercial establishments.	The proposed development is unlikely to have a significant impact on surrounding land use activities given the minor nature of construction works. All cameras will be carefully positioned and orientated in manner so as not to impinge on any private space areas associated with residential or commercial land uses.



Checklist Questions	Yes/No/Briefly describe	Is this likely to result in a significant impact? Yes/No/Why?
22. Are there any plans for future land uses within or around the location that could be affected by the Project?	There are committed development plans for a number of roadways and a park and ride facility on lands in the immediate vicinity of the sites. The public open space and foot paths on many of these sites currently is expected to remain as public realm space. The proposed cameras seek to compliment these developments and are also functional as standalone cameras.	The proposed development is unlikely to have significant impact on lands which may be subject to future commercial, recreational or residential development in the immediate vicinity of the site in Navan.
23. Are there areas within or around the location which are densely populated or built-up, that could be affected by the Project?	The proposed development lies within the town centre of Navan and is situated in a built-up area of Navan. These areas will be effected by the construction phase of the development to a minor, insignificant extent. The operational phase of the proposed works will improve the quality and vibrancy of the areas public realm.	Given the nature of the development it is unlikely to have a significant adverse impact on the populated and built-up areas within the vicinity of the pole locations. These areas will be utilized in the exact same manner as before (i.e. as public realm space for movement and transport).
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?	There are many areas within Navan town centre which are sensitive in terms of land use. The project will not negatively impact these areas due to the minor and limited nature of construction works.	The impacts to the sensitive land uses will not generate significant impacts due to the limited nature and timing of the construction phase.  During the operational phase, the proposed development will not have any impact on any other sensitive land uses. Cameras will be carefully orientated away from private spaces and cover public space only.



Checklist Questions	Yes/No/Briefly describe	Is this likely to result in a significant impact? Yes/No/Why?
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. There are no areas within or immediately around the CCTV pole development sites which contain high value or scarce resources.	-
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?	No. There are no areas on or around the sites which are known to be subject to pollution or environmental damage.	The proposed development will not have an impact on any area which has been subject to pollution or environmental damage.
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?	No. The CCTV pole development site are not in an areas susceptible to earthquakes, subsidence, landslides, erosion, or extreme or adverse climatic conditions.	The proposed development is highly unlikely to be affected by earthquakes, subsidence, landslides, erosion, or extreme or adverse climatic conditions.



## **Impact Characterization**

Each location will include a mixture of Pan Tilt Zoom (PTZ) and fixed mount cameras. All cameras and poles will be painted black. In summary the proposed development will consist of:

- The installation of CCTV cameras on poles at 58 no. locations;
- The erection of poles ranging in height from 7.3m to 10m throughout Navan town;

Such works will ultimately have a positive impact on the existing environment once completed through improving public safety and ensuring traffic calming and better traffic management in public realm areas of Navan.

The project is not likely to cause any significant adverse environmental impact. Construction phase activities will be managed carefully in accordance with standard good construction practice to prevent negative construction related impacts. The operation of the CCTV pole installation will not have any significant environmental impact. It is noted that all CCTV cameras installed will be carefully positioned and orientated so as to ensure they do not imagine or encroach upon private spaces areas associated with surrounding land use. The poles themselves have been designed to ensure the structures blend in with existing streetscapes, thereby ensuring that there will be no significant impact on visual amenity at public realm areas within Navan, either in the historic core of the town or the town hinterlands).

## **EIA Screening Conclusions**

A Mandatory EIA is not required for the proposed development under the Planning and Development Act as amended.

The EIA Screening Assessment has concluded that a 'Sub-threshold EIA' is not required for the project as the proposed development is not likely to have any significant impact on environmental sensitivities.

The conclusions of this EIA Screening Assessment are supported by an Appropriate Assessment Screening Report accompanying this planning application, which concluded that the proposed development will not impact on either the River Blackwater and Boyne SAC and SPA, either alone or in combination with other projects.

An EIA is therefore not required for the project.



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