



comhairle chontae na mí
meath county council

Newtown Road Trim Active Travel

Environmental Impact Assessment Screening Report



Document Control Sheet	
Document Reference	11587_EIA Screening Newtown Road Trim Active Travel
Client:	Meath County Council
Project Reference	11587

Rev	Description	Author	Date	Reviewer	Date	Approval	Date
D01	Planning	SG	10/08/2023	DM	15/08/2023	RM	01/11/2023

Disclaimer

This Document is Copyright of TOBIN Consulting Engineers Limited. This document and its contents have been prepared for the sole use of our client. No liability is accepted by TOBIN Consulting Engineers for the use of this report, or its contents for any other use than for which it was prepared.



ACEI ASSOCIATION OF
CONSULTING ENGINEERS
OF IRELAND



Table of Contents

1.0	INTRODUCTION	2
2.0	REGULATORY CONTEXT	3
3.0	Proposed Development & Existing Site	4
3.1	Context of Proposed Development	4
3.2	Offline works in Greenfield Area	6
3.3	Upgrades to the Newtown Road (L8017)	6
4.0	SCHEDULE 5 Project Type Applicability	10
4.1	Schedule 5 Parts 1 & 2 Of The Planning And Development Regulations, 2001	10
4.2	Roads Act, 1993	10
4.3	Schedule 7 eia SCREENING	12
5.0	Conclusion	1

Table of Tables

Table 5-1: Newtown Road Trim Active Travel Screening against Schedule 7 Criteria	9
--	---

Table of Figures

Figure 3-1: Newtown Road Trim Active Travel - Location Map	5
Figure 3-2: Newtown Road Trim Active Travel – General Arrangement of Proposed Works	6

1.0 INTRODUCTION

This report presents an Environmental Impact Assessment (EIA) Screening for the Newtown Road Trim Active Travel to provide streetscape and urban realm improvements and associated road upgrades within Trim, County Meath (hereafter referred to as the proposed development) against the criteria set out under Annexes I, II and III of the EU Directive 2011/92/EU, as amended by Directive 2014/52/EU (EIA Directive) and as transposed into Irish law. EIA Screening is the stage which ascertains whether the effects of a development on the environment are expected to be significant and determines whether an EIA is required as per the EIA Directive. It should be noted that the screening procedure should ensure that an environmental impact assessment is only required for projects likely to have significant effects on the environment and the whole project must be considered.

The purpose of this review is to determine the applicability of the EIA Directive to the proposed development and whether the proposed development is likely to result in significant effects, thereby requiring that an EIA is carried out.

This EIA Screening has been completed by TOBIN Consulting Engineers and takes due notice of the following regulations and guidance documents:

- Planning and Development Acts and Regulations 2000 – 2023;
- EU Directive 2011/92/EU, as amended by Directive 2014/52/EU (the EIA Directive);
- Department of Housing, Planning and Local Government (August 2018) Guidelines for Planning Authorities and An Bord Pleanála on Carrying out EIA (the 2018 Guidelines);
- Environmental Protection Agency (Draft - August 2017) Revised Guidelines on the Information to be contained in Environmental Impact Assessment Reports (the Draft EPA Guidelines);
- Office of the Planning Regulator (2021) OPR Practice Note PN02 Environmental Impact Assessment Screening;
- European Commission (2017) Environmental Impact assessment of Projects, Guidance on Screening (the EC 2017 Guidance);
- Roads Act 1993 (as amended); and
- Roads Regulations 1994.

2.0 REGULATORY CONTEXT

The EIA Directive is European Policy on the environment and is based on the precautionary principle, requiring that effects on the environment are considered as early as possible during planning and decision-making processes.

The EIA Directive is set out under Annexes I - III of the EU Directive 2011/92/EU, as amended by Directive 2014/52/EU (EIA Directive). Annex I lists developments for which EIA is mandatory and Annex II lists projects which require a determination of their likely significant effects. Criteria to determine whether a sub-threshold development should be subject to an EIA is set out in Annex III.

These annexes are broadly transposed into Irish legislation under a variety of Acts and Regulations. For the purpose of the proposed development, the relevant legislation to consider is Schedule 5 Parts 1 and 2 of Planning and Development Regulations 2001, as amended and Sections 50 and 51 of the Roads Act 1993, as amended.

Under Schedule 5 of the Planning and Development Act 2001, as amended, EIA is mandatory for Part 1 developments where thresholds are met or exceeded, but also for Part 2 developments where the national thresholds are met or exceeded. A screening determination is required for all sub-threshold developments for both Part 1, where not covered by Part 2, and for Part 2 developments.

The criteria to determine whether a sub-threshold development should be subject to an EIA are set out under Schedule 7 of the Planning and Development Regulations 2001, as amended. Schedule 7A lists information to be provided for the purpose of an EIA Screening. Under Article 103 of the 2001 Planning and Development Regulations, as amended the planning authority can request the submission of an EIA Report, if it is of the view that sub-threshold development would likely result in significant effects on the environment.

Under sections 50 and 51 of the Roads Act 1993, as amended, an EIA is required for certain types of road development.

The key requirement for determining sub threshold roads development is, whether the proposed scheme is likely to have a significant environmental effect as set out under Sections 50 (1)(b) & (c).

Section 50(2) of the Roads Act 1993 specifies information to be contained within an Environmental Impact Assessment.

The EIA Directive states that in order to ensure a high level of protection of the environment and human health, screening procedures 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 phase. When determining whether significant effects on the environment are likely to be caused by a project, the competent authority should identify the most relevant criteria to be considered and should take into account information that could be available following other assessments required by EU legislation in order to apply the screening procedure effectively and transparently.

3.0 PROPOSED DEVELOPMENT & EXISTING SITE

3.1 CONTEXT OF PROPOSED DEVELOPMENT

The Newtown Road Active Travel involves the proposal to install high quality pedestrian facilities along the Newtown Road (L8017) in Trim, connecting the R161 to the R154 on the south and eastern side of a large housing development on the outskirts of the town.

The route of the proposed upgraded pedestrian facilities commences at the end of an existing pathway off the Old Lackanash Road (L8016) in a green area, travels northwards for 190m along the boundary of this existing green area, parallel to the Old Lackanash Road (L8016) and L8017 Newtown Road, before emerging out onto the L8017 Newtown Road. The route then will follow the L8017 Newtown Road north for a distance of 430m to its junction with the R161 Navan Road. The total length of the proposed scheme is approximately 620m. The entirety of the scheme is situated within an urban 50kmh speed limit.

This will improve safety for pedestrians by the provision of dedicated walking facilities with public lighting. It will create a sustainable mode of active travel access to the primary and secondary schools in the town and to local amenities and provide improved linkages to public transport on the R161 and the R154.

The proposed development will include site infrastructure, and the installation of high-quality pedestrian facilities. Greenfield areas will be required for the works, with pre-existing infrastructure in place across the full extent of the scheme.

The proposed development will consist of:

- Extension to the existing footpath within the green area that links the Old Lackanash Road (L8016) to the Newtown Abbey Housing Development, creating a link to the Newtown Road;
- Amendments to the L8017 Newtown Road; and
- All associated site and ancillary highway works including (but not limited to):
 - Importing and depositing fill;
 - Compacting fill;
 - Removal of up to 75m hedgerow and embankment;
 - Landscaping provision;
 - Removal of existing footpaths and installing new footpaths (typically between 1.8m and 2.5m wide);
 - Removal of existing kerbing and installing new kerbing (100mm) and include drop kerbing (6mm-25mm for pedestrian use respectively);
 - Removal of existing footpaths and installing new footpaths (typically between 1.8m and 2.5m wide);
 - Removal of construction waste to a licensed waste facility;
 - Public lighting;
 - Removing and relocating of existing bollards, telecom poles, utilities and road signs;
 - Fencing;
 - Precast retaining wall, not to be poured onsite;

- Construction compound and storage facilities;
- Earthworks (excavation);
- Wheel wash area; and
- Site clearance.

The proposed site layout is shown on site layout Drawing No. 11587-2001 with proposed works as per Part 8 planning drawings included in submission appendices.

The Newtown Road Trim Active Travel involves the proposal to provide footway upgrades and associated public realm upgrades within Trim Co. Meath.

Key areas have been identified for improvements through the published documents of Trim written Statement and the previous Trim Development Plan. These improvements have been envisaged with the provision of essential infrastructure, enhancing the built environment, improved linkages, focusing on the provision of pedestrian links on connecting residential and employment areas with the town centre, and the creation of a strong, pedestrian friendly environment. The published documents acknowledges that the quality and upkeep of footpath surfacing is a key element of the public realm. This proposed development will include dedicated walking facilities, provide improved linkages, and create a sustainable mode of active travel.

The Vision Statement for Trim clearly identifies this; *“For Trim to be an attractive heritage town with a diverse modern economy and a vibrant centre complementing its nationally significant cultural heritage and picturesque setting adjacent to the historically significant Trim Castle and the River Boyne.”*

The current Development Plan has highlighted several roads that require road improvement for future use. The identified roads demand immediate attention to enhance the ease of accessibility and safety of the people using these roads. The improvement of these roads is crucial for the development of the area. Therefore, it is imperative to execute road improvement projects on roads in Trim to ensure the comfort and safety of the residents and visitors of the region. However, it is essential that the heritage qualities of the town are protected in the context of delivery of necessary infrastructure.

Trim has an attractive town centre with many protected structures and a high-quality public realm must be achieved to ensure the town is significant in terms of amenity and environmental value. Trim’s historic urban form is one of its greatest assets. The appearance of the town is a matter of pride for its inhabitants. Significant investment has been made in recent years by way of improvements in footpaths, signage, and street furniture. It is the objective of Meath County Council to plan for associated amenities and connections to the urban form and to carry out public realm improvements throughout the town.

The provision of new road infrastructure and Active Travel within Trim is a key aim under the Trim Development Plan 2014-2020. Under the Trim Development Plan 2014-2020, it is a key aim to promote the concept of modal change to more sustainable forms of public and private transportation in the town such as walking and cycling. The proposed development along the Newtown Road (L8017) and the R161 will enable greater pedestrian and active travel focused improvements to be implemented. This will improve safety for pedestrians by the provision of dedicated walking facilities with public lighting. It will create a sustainable mode of active

travel access to the primary and secondary schools in the town and to local amenities and also provide improved linkages to public transport on the R161 and the R154. An efficient, sustainable and safe transportation system is essential for economic growth and prosperity and for maintaining a high quality of life for the local population in addition to protecting Trim's built heritage and ecologically sensitive land and environs of high amenity. It is the aim of the Trim Town Council and Meath County Council to create vibrant urban areas with good provision of public transport, reduced traffic congestion and an attractive urban centre, which is not dominated by the car. It is important that Trim maintains good transportation linkages to surrounding urban and rural areas, which is a key factor in attracting future economic and residential populations. The proposed development will have significant benefits which will enhance the attractiveness of the town as a place to work, live and socialize.

The proposed development site footprint is approximately 4000m². The main locations and associated features of the proposed development works are described below. The proposed site layout is shown on site layout Drawing No. 11587-2001 with proposed works as per Part 8 planning drawings included in submission appendices.

3.2 OFFLINE WORKS IN GREENFIELD AREA

- A new 2.5m footpath and fencing;
- Installation of streetlights and cabling;
- The excavated topsoil material will be reinstated on site;
- Provision of landscaping amenities.

3.3 UPGRADES TO THE NEWTOWN ROAD (L8017)

- A minimum 1.8m wide footway on the left side of the Newtown Road towards the Navan Road (R161);
- Widening to the rear of existing footpaths to 1.8m;
- Removal of approx. 75m hedgerow;
- Removal of embankment;
- Removal of kerbing;
- Removal of concrete footpath;
- Installation of streetlights and cabling;
- Drainage gullies;
- Repositioning of bollards and chain link;
- Repositioning of 2 no. existing poles;
- Repositioning of signage posts;
- Repositioning of fire hydrant;
- Resetting utility meters to finished pavement level;

Greenfield areas will be required for the works, with pre-existing infrastructure in place across the full extent of the scheme.

The subject site is located within a zone of archaeological notification for the historic town of Trim (ME036-048----) and is in the vicinity of several other recorded archaeological monuments inc:

- | | |
|----------------------------------|-------------------------|
| • Water Pump – Reg. No. 14330001 | • SMR No. ME036-049013- |
| • SMR No. ME036-053---- | • SMR No. ME036-049003- |

-
- SMR No. ME036-049002-
 - SMR No. ME036-049004-
 - SMR No. ME036-049009-
 - SMR No. ME036-049016-
 - SMR No. ME036-049014-
 - SMR No. ME036-049010-
 - SMR No. ME036-049006-
 - SMR No. ME036-049008-
 - SMR No. ME036-049005-
 - SMR No. ME036-049007-
 - SMR No. ME036-049----
 - SMR No. ME036-049001-
 - SMR No. ME036-049012-
 - SMR No. ME036-049015-
 - SMR No. ME036-049011-
 - SMR No. ME036-079----
 - SMR No. ME036-069----
 - SMR No. ME036-068----
 - SMR No. ME036-076----
 - SMR No. ME036-054----

Drainage arrangements include for the use of existing carrier drains and gullies. Additional drainage features such as new gully tails and connections will be incorporated.

The construction phase of the proposed development is expected to commence in late Q1 of 2024 and complete by Q3 2024, taking approximately 20 weeks to complete.

Fig 3-1: Newtown Road Trim Active Travel - Location Map



The map shows a dense network of residential streets in the Blackfriary area of Dublin. Key features include:

- Streets and Roads:** Numerous streets are labeled, including Gort Na Ri, Bawn Road, Link Road, and various lanes.
- Estates and Landmarks:** The Lickmahesh Estate is prominently featured in the center-left. Other landmarks include Newman Cottages, Newman Abbey, and Newman Garden Parish Church.
- Project Boundary:** A thick red line outlines a specific area on the right side of the map, likely indicating the scope of the proposed development or scheme.
- Geographical Features:** The River Dodder is visible at the bottom left, flowing through the area.
- Map Elements:** A north arrow is located in the top right corner. A scale bar indicates a scale of 1:1500 @ A1. Text at the bottom left identifies the area as "Fearann na mBráithre Dubha (an dara roinnt) Blackfriary (2nd Division)".

4.0 SCHEDULE 5 PROJECT TYPE APPLICABILITY

4.1 SCHEDULE 5 PARTS 1 & 2 OF THE PLANNING AND DEVELOPMENT REGULATIONS, 2001

This section considers the full proposed construction of the proposed development with respect to Schedule 5 of the Planning and Development Regulations 2001, as amended.

The proposed development is located in an urban environment and involves the provision of footpaths and public realm upgrades and improvements.

The proposed development does not meet or exceed Schedule 5 Part 1 or Part 2 thresholds or criteria, and as such, EIA is not mandatory.

A consideration of sub-threshold has been carried out and as per the ruling of the European Court¹, it is recognised that the EIA Directive has a ‘*wide scope and a broad purpose*’ when determining if EIA is required. A review of Part 1 confirms that there are no applicable Classes, hence the proposed development is not considered a Part 1 sub-threshold development.

Part 2 Class 10 (b) Infrastructure Projects and in particular, (iv) Urban development is of relevance. This Class is applicable to 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.*” As the proposed site is located in Trim town, the proposed development could be considered to be located within a “built-up area.” The size of the proposed site however is approx. 0.21ha hectares and therefore is substantially less than the applicable threshold of 10 hectares.

On review, the proposed development is for the construction of footpaths and public realm upgrades and improvements within an urban environment. Recognising the requirement to apply a ‘wide scope’ it is considered the proposed development should be subject to a sub-threshold development as it is considered to fall within the project meaning of Part 2 Class 10 (b) (iv). An EIA Screening determination is required for sub-threshold developments as per the 2001 Regulations, as amended and a screening assessment is provided in Section 5 of this report.

4.2 ROADS ACT, 1993

Outside of planning legislation and regulation, there is other legislation which can trigger a requirement for an EIA. This section of the report considers the proposed development under Sections 50 and 51 of the Roads Act 1993 (as amended), which requires an EIA in the following circumstances:

¹ Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment August 2018, August 2018

S.50.— (1) (a) A road development that is proposed that comprises any of the following shall be subject to an environmental impact assessment:

- (i) the construction of a motorway;
- (ii) the construction of a busway;
- (iii) the construction of a service area;
- (iv) any prescribed type of road development consisting of the construction of a proposed public road or the improvement of an existing public road.

Part V of the Roads Regulations 1994 prescribes types of proposed road development for the purpose of subsection (1)(a)(iv) of section 50 of the Act shall be—

- (a) the construction of a new road of four or more 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 in a rural area, or 500 metres or more in length in an urban area;
- (b) the construction of a new bridge or tunnel which would be 100 metres or more in length.

On review the proposed development is located within Trim Town and involves site infrastructure, junction improvement works, the installation of high-quality pedestrian facilities and other associated upgrades to the footpaths.

The proposed development does not involve the construction of a motorway, busway or service area. For the purposes of subsection (1)(a)(iv) above, the proposed development is not a new road, but will involve site infrastructure, junction improvement works, the installation of high-quality pedestrian facilities and other associated upgrades to the footpaths. The route of the proposed upgraded pedestrian facilities commences in the greenfield area at the junction of the Newtown and Link roads. The route follows the L8017 Newtown Road North for a distance of 600m to its junction with the R161 Navan Road. The total length of the proposed scheme is approximately 600m. Lastly, the proposed development does not involve the construction of a bridge or a tunnel.

The proposal as such does not fall under the classes of development prescribed for under Sections 50 and 51 of the Road Act 1993 (as amended) and therefore does not require mandatory EIA.

To understand if the proposed development is likely to have a significant environmental effect as set out under Sections 50 (1)(b) & (c), a screening assessment is provided in Section 5 of this report.

4.3 SCHEDULE 7 EIA SCREENING

This section provides an EIA Screening against the appropriate criteria as established by the EIA Directive Annex III and as transposed into Irish law under Schedule 7 of the 2001 Planning and Development Regulations, as amended.

It should be noted that under the EIA Directive, the EIA Screening process balances two objectives, in determining if a project listed in Annex II is likely to have significant effects on the environment and, therefore be made subject to an assessment of its effects on the environment; and it should ensure that EIA is only carried out for those projects which is thought that a significant impact on the environments is possible².

Table 5.1 below screens the proposed development against the Schedule 7 criteria. Information pertaining to Schedule 7A of the 2001 Regulations, as amended is provided herein and is further supplemented with an AA Screening Report (August 2023).

² Environmental Impact Assessment of Projects Guidance on Screening (Directive 2011/92/EU as amended by 2014/52/EU), European Union 2017

Table 5-1: Newtown Road Trim Active Travel Screening against Schedule 7 Criteria

Screening against Schedule 7 Criteria	
1. Characteristics of project	Consideration of the proposed development
<p>The characteristics of projects be considered, with particular, regard to: -</p> <ul style="list-style-type: none"> a) the size and design of the whole project; b) cumulation with other existing and/or approved projects 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 having regard in particular to substances or technologies used and/or disasters which are relevant to the project concerned, including those caused by climate change, in accordance with scientific knowledge; h) the risks to human health (for example due to water contamination or air pollution). 	<p>There is no likelihood of significant environmental effects arising from the proposed development having regard to the characteristics of the project, as set out below:</p> <ul style="list-style-type: none"> a) The project is not significant in terms of size or design and is largely contained within existing roadways and an existing public space. The proposed development seeks to undertake amendments that involve site infrastructure, junction improvement works, the installation of high-quality pedestrian facilities and other associated upgrades to the footways. The route of the proposed upgraded pedestrian facilities commences at the end of an existing pathway off the Link Road, travels northwards for 190m along the boundary of an existing park area, parallel to the Link Road and L8017 Newtown Road, before emerging out onto the L8017 Newtown Road. The route then will follow the L8017 Newtown Road north for a distance of 430m to its junction with the R161 Navan Road. The total length of the proposed scheme is approximately 620m. The proposed development will involve the provision and upgrade of utilities, drainage amendments, public lighting, signs and lines and pavement design. b) A review of planning applications within 500 metres of the site for the years 2016 – 2023 indicates that there are no significant development proposals within the vicinity of the site that could act in cumulation with the project. In addition, the small-scale nature and operation of the proposed development is unlikely give rise to any significant cumulative environmental effects. The following projects are of note: <ul style="list-style-type: none"> - P8/19010 - Porch Field, Trim, Co. Meath. Improved pedestrian entrance at R154 and Old Lackanash Road (L8016), - Provide pedestrian gateway to North West of site to R154, - Develop a large picnic area to include a raised grass area, - Install new Picnic/Seating areas along the footpath, - Upgrade the existing footpath surface, - Pastoral fence enclosure, - Areas for planting and establishment of wildflower meadow, - Repair and enhancement of the historic Horse Bridge feature, - Upgrade of the footpath surface leading from the R154 along the river to Trim Castle and Car Park (West of the Proposed Development).

Table 5-1: Newtown Road Trim Active Travel Screening against Schedule 7 Criteria

Screening against Schedule 7 Criteria	
	<ul style="list-style-type: none"> - P822010 - Provision of a Burial Ground with Associated Works, Trim. Development Description: the provision of a burial ground with associated works including: a total of 2,400 single burial plot burial ground, garden of remembrance and columbarium walls for the interment of urns, internal access roads and footpaths to accommodate vehicular access and walking access isles, an access road with a general cross-section of 12 meters incorporating a 2 metre grass verge, a 2 metre footpath with low level public lighting, a new entrance from the local road L-80171 (Loganstown/Rathnally Road) with gates and railings, utilisation of the existing agricultural entrance with the construction of a new access road to east of the proposed burial ground to access the rear agricultural lands, a carpark with a total of 101 car parking spaces with public lighting, a caretaker's office/canteen and toilet facilities, a waste-water treatment plant and percolation area, all associated works including boundary fencing, landscaping, surface water drainage and attenuation system, ducting, piping and ancillary works, the upgrade of local road L-80171 incorporating a 2 metre wide footpath with public lighting, road widening and drainage for a distance of approximately 600 metres from the burial ground entrance to the junction of the Navan-Trim R161 regional road. Development Location: Loganstown, Newtown, Littlerath, Kiltroome & Peterstown, Trim, Co Meath (East of the Proposed Development). - Planning Application Reference: TA160348. Development will consist of a residential remodel and extension to existing private residence including internal remodelling together with connection to existing services and including all ancillary site works (West of the Proposed Development). - Planning Application Reference: 22755. The development consist of domestic shed to rear of dwellings, and all associated site works and services (West of the Proposed Development). - Planning Application Reference: TA151212. The development consists of retention permission for modifications to entrance which included widening of original entrance, tarmac driveway and all associated site works (West of the Proposed Development). - Planning Application Reference: TA170714. Retention and permission of development. Retention of existing converted attic space to office/store space. The proposed development consists of a single storey extension to rear of existing dwelling, a proposed roof window to the converted attic space and all associated site works (West of the Proposed Development). - Planning Application Reference: TA180835. A two storey extension over garage to the west side and single storey extensions to the north and south sides of the existing dwelling, renovation of the existing dwelling including rearrangement of layouts, upgrade of services, and all associated site works (West of the Proposed Development).

Table 5-1: Newtown Road Trim Active Travel Screening against Schedule 7 Criteria

Screening against Schedule 7 Criteria	
	<ul style="list-style-type: none"> - Planning Application Reference: TA180688. construction of a first floor extension to side of existing residence and over existing ground floor garage, construct new porch to front of existing residence and convert existing garage to a habitable room (West of the Proposed Development). - Planning Application Reference: TA160334. development will consist of an extension to side and front of existing private residence including internal remodelling together with connection to existing services and including all ancillary site works (West of the Proposed Development). - Planning Application Reference: TA160348. development will consist of a residential remodel and extension to existing private residence including internal remodelling together with connection to existing services and including all ancillary site works (West of the Proposed Development). - Planning Application Reference: 211106. Permission to construct a first floor level extension to the side of the existing dwelling (31.9sqm). Permission is also sought for alterations to the main roof, which include increasing ridge height of main roof, installation of new velux windows to roof and all associated site works (West of the Proposed Development). - Planning Application Reference: 211690. To construct a single storey extension to the rear of the existing dwelling (15.3sqm) and a first floor level extension to the side of the existing dwelling (28.9 sqm). Permission is also sought for alterations to the main roof, which include increasing ridge height of main roof, installation of new velux windows to roof and all associated site works (West of the Proposed Development). - Planning Application Reference: 211749. Permission to construct a single extension to the rear of the existing dwelling (13.8sqm) and a first floor level extension to the side of the existing dwelling (28.9sq.m). Permission is also sought for alterations to the main roof, which include increasing ridge height of main roof, installation of new velux windows to roof and all associated site works at the above address (West of the Proposed Development). - Planning Application Reference: TA161316. the development will consist of an application for planning permission (retention planning permission) to retain the entrance porch constructed to the front elevation of the dwellinghouse and for planning permission to alter an existing roof window opening and construct a new roof window in replacement, to comply with secondary means of escape regulation on the east side of the dwelling (West of the Proposed Development). - Planning Application Reference: TA181331. Single storey extension to include conversion of garage at side, alter and raise part of the existing roof structure to accommodate habitable space at first floor

Table 5-1: Newtown Road Trim Active Travel Screening against Schedule 7 Criteria

Screening against Schedule 7 Criteria	
	<p>level and associated site work buildings providing 22 number apartments via access off Supple Park with construction ongoing (West of the Proposed Development).</p> <ul style="list-style-type: none"> - Planning Application Reference: 21167. The proposed development will consist of the following: construction of first floor level extension to side of existing dwelling, alterations to roof, increasing ridge height of main roof, installation of new velux windows to roof, including all associated site and ancillary works (West of the Proposed Development). - Planning Application Reference: 2239. A two storey extension to the rear. Significant further information/revised plans submitted on this application (West of the Proposed Development). - Planning Application Reference: TA140160. Retention of a detached domestic garage to rear of the property and all associated site works (West of the Proposed Development). - Planning Application Reference: 21293. An application to the above named authority for planning permission to amend previously approved permission TA180814. Amendments include a change to dwelling house & garage design including a change to building footprints/elevations, The proposed development it to be access via approved domestic vehicular entrance, connection into public utilities, hard/soft landscaping and associated site works situated (West of the Proposed Development). - Planning Application Reference: TA180814. Two storey dwelling, detached domestic garage, removal of existing agricultural entrance and construct new domestic entrance and driveway. The development also includes connection to all mains services together with all associated site works. Significant further information/revised plans submitted on this application (West of the Proposed Development). - Planning Application Reference: TA151040. Development consists of a single storey extension to the rear of existing dwelling, the inclusion of the front veranda to internal habitable space, revisions to first floor layout incorporating areas of attic space into habitable space and all associated elevational changes, a detached garage to rear of property and all associated site works (South of the Proposed Development). - Planning Application Reference: TA181043. The demolition of an existing domestic garage, construction of a single storey parental retirement quarters to the side and rear of existing dwelling with attic storage element to the front and for connection to all existing services (South of the Proposed Development). - Planning Application Reference: TA150707. The development will consist of a single storey extension to the rear of the site along two site boundaries and wraps around to the side of the existing

Table 5-1: Newtown Road Trim Active Travel Screening against Schedule 7 Criteria

Screening against Schedule 7 Criteria	
	<p>building with an increase in floor area by c.41sqm. Other works include internal alterations, a new glazed entrance enclosure of c.5sqm in area at the front of the house, modifications to part of the boundary wall along the western boundary and associated works (South of the Proposed Development).</p> <ul style="list-style-type: none"> - Planning Application Reference: TA181510. The demolition of a granny flat extension to the east gable of dwelling, the construction of a replacement family flat extension on the same gable and to carry out all other necessary ancillary works (South of the Proposed Development). - Planning Application Reference: 211183. A) replacement of and construction of new bay windows to front at ground floor level. B) replacement of ex dormers with new dormer to front at first floors level. C) enlargement of first floor bedroom window to front. D) new apex roof light. e) 3 new windows to eastern gable at first floor level. F) 2 no new dormer windows to rear. G) replacement of roofs to single storey returns. H) enlarged bathroom window at ground floor level to Western gable. J) replacement roof to garage with new pitched and extended roof to create new garage and playroom above. K) associated site works including new patios etc (South of the Proposed Development). - Planning Application Reference: TA140492. Development will consist of extensions and alterations to existing dwelling to include the following: Extension over existing single storey projection to front elevation to make the projection two storey, Extension over existing single storey garage to side of property to make this element of the house two storey along with two storey extension to the front, the garage will be changed from a garage into living space, internal alterations to property, all associated elevational changes resulting from the proposed works, connection to all existing services and all associated site works. Permission is also sought to widen the existing entrance gates to the property (South of the Proposed Development). - Planning Application Reference: TA181334. A 2 storey extension to the side with a single storey element to the front & side, a first floor extension at the front, reconstruction and minor extension of the front porch to existing dwelling, attached domestic garage, all associated elevational modifications and alterations, all associated service connections and all associated site works (South of the Proposed Development). - Planning Application Reference: TA161207. An extension to existing Montessori School including the retention of existing pre-school room together with connection to existing services and including all ancillary site works. Significant further information/revised plans submitted on this application (South of the Proposed Development).

Table 5-1: Newtown Road Trim Active Travel Screening against Schedule 7 Criteria

Screening against Schedule 7 Criteria	
	<ul style="list-style-type: none"> - Planning Application Reference: TA160444. Development will consist of detached domestic garage to rear of existing site together with associated site works (South of the Proposed Development). - Planning Application Reference: 23417. The installation of 500m2 (100kW) ground mounted and roof mounted solar photovoltaic (PV) panels and all associated ancillary works (South of the Proposed Development). - Planning Application Reference: 22144. To construct a domestic extension comprising kitchen, utility and wc to ground floor and 2 No. bedrooms and bathroom to first floor to the rear and side of existing dwelling. The works will also include a new waste water treatment system and percolation area, modifications to existing entrance and all associated site works (East of the Proposed Development). - Planning Application Reference: TA200897. Part two storey and part single storey store area with a two storey link section to the existing building known as Crinions Furniture Store. The development also includes modifications to the car park area and all associated site works (North East of the Proposed Development). - Planning Application Reference: 211012. The development will consist of change of use of commercial retail unit to small animal veterinary clinic (North East of the Proposed Development). - Planning Application Reference: TA170418. The development consists of change of building type and size from the previously granted under planning reference TA30135 for use as a Tool Hire and Fuel Supply Store. The development also includes side access entrance from general car park together with all associated site works (North East of the Proposed Development). - Planning Application Reference: TA191471. The development at site nos. 9,10, 11 & 12 Trim Retail Park and will consist of building for use as hardware/d.i.y store/ garden centre as previously granted permission under planning reference no. TA/180020, TA/141153 & TA/130898. Significant further information/revised plans submitted on this application (North East of the Proposed Development). - Planning Application Reference: TA141153. Development will consist of revised site boundaries together with modifications to elevations from that previously granted under planning reference No. TA/120866 & TA/130898 together with all associated site works (North East of the Proposed Development). - Planning Application Reference: TA180020. Revised site boundaries from that previously granted under planning permission reference no. TA/141153 together with all associated site works (North East of the Proposed Development).

Table 5-1: Newtown Road Trim Active Travel Screening against Schedule 7 Criteria

Screening against Schedule 7 Criteria	
	<ul style="list-style-type: none"> - Planning Application Reference: TA180555. A freestanding totem sign and all associated site works (North East of the Proposed Development). - Planning Application Reference: TA160852. The development will involve construction of a new single storey curved shaped office building with a mono-pitch roof and glazed front facade together with parking to the side and rear, signage, connection to on-site services and all associated site works (North East of the Proposed Development). - Planning Application Reference: TA200983. Alterations and single storey extension to the side and rear of existing dwelling to that previously granted under planning reference TA170978 and all associated site works (North East of the Proposed Development). - Planning Application Reference: TA170978. Retention permission for a proprietary wastewater treatment system and percolation area. The development also includes permission to construct a two storey extension to the rear of the existing dwelling, modification to existing elevations and new polishing filter to service the existing wastewater treatment system being retained together with all associated site works (North East of the Proposed Development). - Planning Application Reference: TA200109. A single storey extension to the rear of the existing dwelling, permission for retention for domestic garage and all associated site development works on this site (North East of the Proposed Development). - Planning Application Reference: TA150955. The development will consist of revised site boundaries from that previously granted under planning permission reference no. TA30135 together with all associated site works (North East of the Proposed Development). <p>c) The proposed development will involve small scale demolition works in the form of the removal of existing footways, paved areas, excavation of stone walls. The excavated material / topsoil will be reinstated on site where possible or be disposed offsite to a licenced landfill / waste facility.</p> <p>d) There are no elements of the proposed development that will make use of any natural resources during construction or operation other than the re-use of the existing roadway and footways/verge. The proposed development involves a small amount of topsoil stripping, and removal of hedgerow and embankment, specifically along the Newtown Road to allow for the provision of upgraded footpaths and pedestrian facilities.</p>

Table 5-1: Newtown Road Trim Active Travel Screening against Schedule 7 Criteria

Screening against Schedule 7 Criteria	
	<p>e) The production of wastes on site during construction relate primarily to the dismantling and removal of existing pavement and footways, topsoil, hedgerow and embankment. Wastes produced from demolition will involve standard construction materials that will be managed in accordance with approved removal practices. There will be no production of wastes on site during the construction or operation of the proposed development. To ensure the protection of the environment during construction, a detailed construction management plan will be prepared by the Main Contractor. This will ensure the containment of any pollution on site during construction. Disposal of any unacceptable material will be to a licenced landfill.</p> <p>f) The proposed development during construction and operation will not result in significant pollution or nuisance.</p> <p>The proposed works will generate noise during construction from general building works. The permissible hours of operation of a building site within Meath County Council are Monday to Friday 08.00 – 17.00, and Saturday 08.00 – 14.00, with no noisy work permissible on Sundays or bank holidays. The construction works will be subject to applicable standards including BS 5228:2009 and A1:2014 “Code of Practice for Noise and Vibration Control on Construction and Open Sites” and Meath County Council Air Quality Monitoring and Noise Control Unit.</p> <p>Construction and operation lighting will be provided in accordance with hours of construction and operation. Light spill associated with construction lighting will be minimised where possible.</p> <p>Standard construction measures will be adopted to minimise the impact of any dust generated during construction.</p> <p>Several residential gardens and dwellings are located directly along the proposed developments roads with minimal industrial developments located adjacent to the proposed development. Any construction related impacts arising from noise, lighting and dust are expected to be short in duration. It is anticipated that the proposed construction works will commence in the latter part of 2023 and last for an approximate duration of 20 weeks.</p>

Table 5-1: Newtown Road Trim Active Travel Screening against Schedule 7 Criteria

Screening against Schedule 7 Criteria	
	<p>With respect to construction traffic, the Average Daily Traffic (ADT) a significant distance away from the busiest junction (R161 Navan Road / L8017 Newtown Road) is relatively high nearing the maximum ADT of currently around 9411. Furthermore, the Average Daily Traffic (ADT) from the adjacent housing estate, The Newtown Abbey (adjacent and west of the L8017 Newtown Road), is relatively low nearing the maximum ADT of currently around 251. Junction improvements are being sought within this proposed development to provide pedestrian permeability with minimal impact to traffic. Traffic management will be required, a stop-go traffic management system will be required to provide a safe buffer zone between live traffic and construction zone. It is envisaged that this will be required for a duration of the works.</p> <p>Operational related traffic for the proposed development is not expected to differ from existing. Proposal to provide improved active travel infrastructure and pedestrian permeability may reduce vehicular dependency. As such there are no significant impacts anticipated with regard to operational traffic or traffic related noise.</p> <p>Lighting and noise during operation is expected to remain the same as or similar to existing levels of light and noise provided along the existing roadway.</p> <p>The management of surface water run off during construction phase will be carried out in accordance with the CIRIA C698 publication Site Handbook for Construction of SUDS and is illustrated in drawing no. 11587-2200 -2202 Drainage Plan-D02.</p> <p>g) The proposed development will not result in a risk of major accidents and/or disasters. The proposed development will be largely contained within existing roadways and will involve works small scale in nature that are not likely to have a significant impact on the surrounding environment.</p> <p>The proposed development is not a COMAH site (Control of Major Accident Hazards Involving Dangerous Substances) nor is the site location near a nuclear installation.</p> <p>There are a number of safety concerns relating to the existing layout of the proposed developments subject site street and the current operation of vehicles / pedestrians within the area. There are no continuous segregated pedestrian facilities along the westbound side of The Newtown road. There are limited, if not none,</p>

Table 5-1: Newtown Road Trim Active Travel Screening against Schedule 7 Criteria

Screening against Schedule 7 Criteria	
	<p>controlled and uncontrolled pedestrian crossing facilities at any of the junctions. The proposed development will improve safety for pedestrians by the provision of dedicated walking facilities with public lighting. It will create a sustainable mode of active travel access to the primary and secondary schools in the town and to local amenities and also provide improved linkages to public transport on the R161 and the R154. It will create a sustainable mode of active travel access to the primary and secondary schools in the town and to local amenities and also provide improved linkages to public transport.</p> <p>h) The design and operation of the proposed development is not expected to result in water contamination. The Friarspark stream and the Boyne River are located approximately 10m and 65m south respectively, of the proposed development site boundary. The proposed footpath within the park area is located 5m north of a four foot stone wall that surrounds the park area and a 5m buffer of green vegetation between the wall and the proposed path. There is also a raised bridge (St. Peters Bridge) at the Links/Newtown Road junction that crosses the River Boyne. This also has four foot stone walls either side before its crossing. There is a 10m vegetation buffer from the roadside to the river bank.</p> <p>These will act as a buffer zone between proposed footpath and the watercourses. It will provide a natural separation area between the proposed works within the public park area adjacent to the Links road and works on the Newtown Road and prevent the risk of sediment laden runoff and/or construction pollution depositing within the watercourse. There are no operations on site during construction or operation that could result the generation of significant levels of air pollution.</p>
2. The Location of Project	Consideration of the proposed development
The environmental sensitivity of geographical areas likely to be affected by development must be considered, with particular regard to: -	There are no geographical areas with environmental sensitives likely to be affected by the proposed development. In consideration of the location of the project, there are no anticipated significant environmental effects arising with regards to:

Table 5-1: Newtown Road Trim Active Travel Screening against Schedule 7 Criteria

Screening against Schedule 7 Criteria	
<p>a) the existing and approved land use;</p> <p>b) the relative abundance, availability, quality and regenerative capacity of natural resources (including soil, land, water and biodiversity) in the area and its underground</p> <p>c) the absorption capacity of the natural environment, paying particular attention to the following areas: -</p> <p>i. wetlands, riparian areas, river mouths;</p> <p>ii. coastal zones and the marine environment;</p> <p>iii. mountain and forest areas;</p> <p>iv. nature reserves and parks;</p> <p>(v) areas classified or protected under Member States' national legislation; special protection Natura 2000 areas designated by Member States pursuant to Directive 92/43/EEC and Directive 2009/147/EC;</p> <p>(vi) areas in which there has already been a failure to meet the environmental quality standards, laid down in Union legislation have already been exceeded and relevant to the project, or in which it is considered that there is such a failure;</p> <p>(vii) densely populated areas</p>	<p>a) The proposed development will be largely contained within an existing roadway. Therefore, there is no proposed change of use of the proposed development site. Under the new Meath County Development Plan 2021-2027, the subject site is adjacent lands zoned for A1 - Existing Residential, which seeks to protect and enhance the amenity and character of existing residential communities and F1 - Open Space, which seeks to provide for and improve open spaces for active and passive recreational amenities.</p> <p>b) The project is not likely to have a significant impact on the relative abundance, availability, quality, or regenerative capacity of natural resources.</p> <p>The proposed development is in an area of high groundwater vulnerability which could affect the water quality of groundwater bodies if deep foundations were needed for construction, however, there will be no deep excavations or deep drilling during this project therefore there is no risk of groundwater impacts.</p> <p>With respect to watercourses, the proposed development is located within the Boyne_SC_090 sub catchment. The nearest river waterbody is the Boyne_090 (waterbody code: IE_EA_07B041400) which is located approximately 18m east and 65m south of the proposed development. The River Boyne forms part of the River Boyne and Blackwater SAC (Site Code: 002299) and the River Boyne and River Blackwater SPA (Site Code: 004232). The River Boyne flows in an easterly direction before it ultimately discharges into Boyne Estuary Plume Zone (coastal waterbody code: IE_EA_010_0000) 56km downstream.</p> <p>The Boyne_090 waterbody has been classified with a "Moderate" water quality status for the period 2016-2021. A section of this waterbody Friarspark, (EPA code: 07F11) is located 10m south of the proposed works. The watercourse flows in a southerly direction for 120m before discharging into the River Boyne. A review of the EPAs' maps show that the proposed development is not hydrologically connected to this waterbody.</p> <p>The Friarspark stream and the Boyne River are located approximately 10m and 65m south respectively, of the proposed development site boundary. The proposed footpath within the park area is located 5m north of a four foot stone wall that surrounds the park area and a 5m buffer of green vegetation between the wall and the proposed path. There is also a raised bridge (St. Peters Bridge) at the Links/Newtown Road junction that</p>

Table 5-1: Newtown Road Trim Active Travel Screening against Schedule 7 Criteria

Screening against Schedule 7 Criteria	
(viii) landscapes and sites of historical, cultural or archaeological significance.	<p>crosses the River Boyne. This also has four foot stone walls either side before its crossing. There is a 10m vegetation buffer from the roadside to the river bank.</p> <p>These will act as a buffer zone between proposed footpath and the watercourses. It will provide a natural separation area between the proposed works within the public park area adjacent to the Links road and works on the Newtown Road and prevent the risk of sediment laden runoff and/or construction pollution depositing within the watercourse. Furthermore, the project is not likely to have a significant impact on existing watercourses as there is existing drainage infrastructures in place to manage construction and operational related run off. In addition, good practice construction methods employed during construction will ensure that there is no significant impact to the waterbodies.</p> <p>c) There will be no impact on the absorption capacity of the natural environment. A review of Catchment Flood Risk Assessment and Management Study maps (CFRAMS) confirms that there is evidence of historical flooding events recorded within the study area. This historical flooding event was significant and occurred on 18th August 2008. The proposed development is located approximately adjacent a low probability flood event, according the CFRAM river flood extents mapping. Low Probability flood events have an indicative 1-in-a-1000 chance of occurring or being exceeded in any given year. This is also referred to as an Annual Exceedance Probability (AEP) of 0.1%. The proposed development is located approximately adjacent a medium probability flood event, according the CFRAM river flood extents mapping. Medium Probability flood events have approximately a 1-in-a-100 chance of occurring or being exceeded in any given year. This is also referred to as an Annual Exceedance Probability (AEP) of 1%. Furthermore, the proposed development is located approximately adjacent a high probability flood event, according the CFRAM river flood extents mapping. High Probability flood events have approximately a 1-in-a-10 chance of occurring or being exceeded in any given year. This is also referred to as an Annual Exceedance Probability (AEP) of 10%.</p> <p>As set out above, the proposed footpath within the park area is located 5m north of a four foot stone wall that surrounds the park area and a 5m buffer of green vegetation between the wall and the proposed path. There is also a raised bridge (St. Peters Bridge) at the Links/Newtown Road junction that crosses the River Boyne.</p>

Table 5-1: Newtown Road Trim Active Travel Screening against Schedule 7 Criteria

Screening against Schedule 7 Criteria	
	<p>This also has four foot stone walls either side before its crossing. There is a 10m vegetation buffer from the roadside to the river bank.</p> <p>These will act as a buffer zone between proposed footpath and the watercourses. It will provide a natural separation area between the proposed works within the public park area adjacent to the Links road and works on the Newtown Road and prevent the risk of sediment laden runoff and/or construction pollution depositing within the watercourse. Furthermore, the project is not likely to have a significant impact on existing watercourses as there is existing drainage infrastructures in place to manage construction and operational related run off. In addition, good practice construction methods employed during construction will ensure that there is no significant impact to the waterbodies.</p> <p>The proposed development is not situated within a coastal zone, mountain, forest or nature reserve and there are no likely direct or indirect effects arising from the proposed development on the natural environment.</p> <p>v) A screening for Appropriate Assessment has been undertaken for the proposed development. Following the screening process and based on the information provided in relation to the works involved for the proposed development, it has been determined that, in view of best scientific knowledge through an assessment of the source-pathway-receptor model, which considered the Zol of effects from the proposed development, and the potential in-combination effects with other plans or projects, it is the considered the opinion of TOBIN that the proposed development, either individually or in combination with other projects and plans, will not result in likely significant effects on the Qualifying Interests/Special Conservation Interests of any European site(s). As such, a Stage 2 Appropriate Assessment is, therefore, not required for the proposed development.</p> <p>vi) This site has not been identified as being situated within an area in which there has already been a failure to meet the environmental quality standards, laid down in Union legislation have already been exceeded and relevant to the project, or in which it is considered that there is such a failure.</p> <p>vii) Having regard to densely populated areas, the project will involve short-term construction work associated with site infrastructure, junction improvement works, and the installation of high quality pedestrian facilities</p>

Table 5-1: Newtown Road Trim Active Travel Screening against Schedule 7 Criteria

Screening against Schedule 7 Criteria	
	<p>and public realm improvement and upgrade works. In the long term the project is considered to benefit the community and the environment by improving safety for pedestrians by the provision of dedicated walking facilities with public lighting and it will create a sustainable mode of active travel transport usage as well as enhanced streetscape. The proposed development is not considered to have a negative impact on local population.</p> <p>vii) The subject site is located within a zone of archaeological notification for the historic town of Trim (ME036-048----) and is in the vicinity of several other recorded archaeological monuments as outlined in previous sections of this report.</p> <p>Archaeological monuments in the vicinity of the proposed development are:</p> <ul style="list-style-type: none"> • Water Pump – Reg. No. 14330001 • SMR No. ME036-053---- • SMR No. ME036-049013- • SMR No. ME036-049003- • SMR No. ME036-049002- • SMR No. ME036-049004- • SMR No. ME036-049009- • SMR No. ME036-049016- • SMR No. ME036-049014- • SMR No. ME036-049010- • SMR No. ME036-049006- • SMR No. ME036-049008-

Table 5-1: Newtown Road Trim Active Travel Screening against Schedule 7 Criteria

Screening against Schedule 7 Criteria	
	<ul style="list-style-type: none"> • SMR No. ME036-049005- • SMR No. ME036-049007- • SMR No. ME036-049---- • SMR No. ME036-049001- • SMR No. ME036-049012- • SMR No. ME036-049015- • SMR No. ME036-049011- • SMR No. ME036-079---- • SMR No. ME036-069---- • SMR No. ME036-068---- • SMR No. ME036-076---- • SMR No. ME036-054---- <p>A Cultural Heritage Impact Assessment has been undertaken for the proposed development, with a description of direct, physical impacts on the architectural, archaeological and cultural heritage listed in Section 3 of that report. The following mitigation measures set out in Section 3:</p> <ul style="list-style-type: none"> - It is recommended that a programme of archaeological monitoring of groundworks associated with the proposed development. - A suitably qualified archaeologist should be appointed to advise the design team on archaeological matters, liaise with the relevant authorities, prepare archaeological licence application and method statement, and complete the archaeological monitoring work. Archaeological monitoring should be carried out under licence to the National Monuments Service at the DHLGH.

Table 5-1: Newtown Road Trim Active Travel Screening against Schedule 7 Criteria

Screening against Schedule 7 Criteria	
	<ul style="list-style-type: none"> - Should archaeological material be uncovered at any location, all excavation operations shall cease until the feature has been summarily investigated to determine the form, age, nature, and extent of the feature. The feature will be planned, photographed, and recorded to best professional standards. Based on this information and in consultation with the NMI and the NMS, further investigation may be required. In the case of unexpected extensive or complex archaeology, the archaeologist will demarcate the area so that it can be avoided by site traffic, inform the Project Engineer along with the relevant authorities. Should excavation or resolution of a site be required a registration number will be sought. - Based on the results of GI works and in consultation with the National Museum and the National Monuments Section of the DHLGH, further mitigation may be required. - Care should be taken to ensure that no inadvertent impacts to any of the sites, monuments, sites of architectural significance and vernacular features identified in this report are caused by machinery or personnel operating in these areas. <p>The above recommendations are subject to the approval of the National Monuments Service (Department of Housing, Local Government and Heritage) and the Meath County Council Archaeologist and Heritage Officers.</p>
3. Types and characteristics of the potential impact	Consideration of the proposed development
<p>The likely significant effects on the environment 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 paragraph (b) (i) (I) to (V) of the definition of 'environmental impact assessment report' in section 171A of the Act, taking into account:</p>	<p>There are no anticipated likely significant environmental effects arising from the proposed development, taking the following into account:</p> <ul style="list-style-type: none"> a) The magnitude and spatial extent of impacts associated with the proposed development are considered not significant. The proposed development will be provided within the footprint of an existing roadway and embankment. b) The nature of impacts during construction will be temporary in that on site construction work, noise, dust and traffic and lighting, will have a temporary effect on existing dwellings and surrounding uses.

Table 5-1: Newtown Road Trim Active Travel Screening against Schedule 7 Criteria

Screening against Schedule 7 Criteria	
a) the magnitude and special extent of the impact (for example geographical area and size of the population likely to be affected);	Prior to the adoption of the mitigation measures set out above, anticipated impacts to architectural, archaeological and cultural heritage, could be direct, physical and permanent.
b) the nature of the impact;	During operation, the project when complete will result in a positive long-term effect through the provision of improved urban realm space, re-prioritising of areas to vulnerable road users and improved active travel infrastructure.
c) the trans frontier nature of the impact;	c) The project will not result in transboundary impacts.
d) the magnitude intensity and complexity of the impact;	d) Impacts arising during construction will be temporary and managed through best practice construction guidelines with respect of excavation, soil removal, dust, traffic and lighting. Waste generated during the construction process will be controlled through measures adopted in a waste management plan. Potential impacts affecting architectural, archaeological and cultural heritage would be, if not mitigated, direct, physical and permanent.
e) the probability of the impact;	e) The probability of impacts arising from construction are low where best practice construction methodologies are adopted and implement. The probability of impacts to architectural, archaeological and cultural heritage are low where mitigations measures recommended are adopted and include for any additional mitigation measures recommended by the National Monuments Service (Department of Housing, Local Government and Heritage) and the Meath County Council Archaeologist and Heritage Officers.
f) the expected onset, duration, frequency and reversibility of the impact;	f) Regarding the expected onset, duration, frequency and reversibility of impacts, it should be noted that no significant impacts are anticipated with respect to construction or operation of the facility. Impacts associated with construction are expected to last approximately 20 weeks, during standard and regularised construction hours of operation. Impacts associated with operation, such as lighting, noise and traffic will be in line existing levels and use of the side road. With respect to potential impacts to architectural, archaeological and cultural heritage, in the absence of mitigation, the impacts would be short in duration and permanent.
g) the cumulation of the impact with the impact of other existing and/or approved projects;	g) A search of the Meath County Council planning portal was undertaken to identify projects in the surrounding area to the proposed development. There were a number of projects identified within the vicinity
h) the possibility of effectively reducing the impact	

Table 5-1: Newtown Road Trim Active Travel Screening against Schedule 7 Criteria

Screening against Schedule 7 Criteria	
	<p>of the proposed development. Most of the projects involved the construction of residential properties, extension of existing residential properties and the construction and upgrades to commercial properties. The search was to determine if any nearby plans or projects were likely to result in potentially significant cumulative impacts. The most notable approved or planned developments are documented in previous section of this table in Section 1 - Characteristics of project (b).</p> <p>Given the small-scale nature of the ongoing and proposed developments, there are no anticipated cumulative impacts arising from the proposed development in combination with existing or approved projects.</p> <p>h) With respect to the possibility of effectively reducing the impact the design of the project has been optimised to ensure that environmental impacts are minimised as much as possible. In addition, a number of mitigation measures are recommended to ensure no impact to architectural, archaeological and cultural heritage. These impacts are not considered significant and do not result in a requirement for EIA.</p>

5.0 CONCLUSION

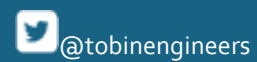
The proposed development does not meet or exceed Schedule 5, Part 1 or Part 2 thresholds and criteria, and as such, EIA is not mandatory. In addition, the proposed road improvement scheme does not meet or exceed thresholds or criteria set out under Sections 50 or 51 of the Roads Act 1993, as amended. As such, EIA is not mandatory.

The proposed development can be considered a sub-threshold project under Part 2 Class 10 (b) (iv). A screening determination is required for a sub-threshold development.

An EIA screening has been carried out considering the nature of the proposed development, its size and location having due regard to the criteria listed in Schedule 7 and the relevant information listed in Schedule 7A. It is concluded that the proposed development would not be likely to have significant effects on the environment and that the preparation and submission of an environmental impact report is not required.

Furthermore, the proposed development is anticipated to result in long term positive effects on safety for pedestrians by the provision of dedicated walking facilities with public lighting and it will create a sustainable mode of active travel transport usage.

www.tobin.ie



Galway
Fairgreen House,
Fairgreen Road,
Galway,
H91 AXK8,
Ireland.
Tel: +353 (0)91 565 211

Dublin
Block 10-4,
Blanchardstown Corporate Park,
Dublin 15,
D15 X98N,
Ireland.
Tel: +353 (0)1 803 0406

Castlebar
Market Square,
Castlebar,
Mayo,
F23 Y427,
Ireland.
Tel: +353 (0)94 902 1401

Limerick
Unit 4, Crescent Court,
St Nessan's Road, Dooradoyle,
Limerick
V94V298
Ireland
Tel: +353 (0)61 976 262

Sligo
The Gateway Building, Floor 3
Northwest Business Park
Collooney, Sligo
F91W40H
Ireland
Tel: +353 (0)71 9318 844

PART 8

EIA SCREENING PROCEDURE

Planning & Development Regulations 2001- 2022– Part 10

PA ref.: P8 /*
(*to be completed and attached to file on date of display)

Date of Display: / / 20.....*

Proposing Department: Transportation Section

Responsible Officer: Paul McKown

Planning Case Officer:

Proposed Development: The proposed development will consist of:

The provision of 470m of new/improved pedestrian facilities along the Newtown Road (L8017) and 185m of offline pedestrian facilities from the R161 Navan Road junction to, and including, a section of Green Area adjacent to the Old Lackanash Road (L8016) in Trim, County Meath. The Proposed Development specifics include; Provision of New and Upgraded Pedestrian Facilities, Active Travel Infrastructure, public lighting works and associated accommodation & boundary works, landscaping works, drainage/attenuation works and ancillary infrastructure works.

Site Location: Newtown, Trim, County Meath.

1. (a) Is the development of a type set out in Part 1 of Schedule 5:

Yes ☐ No ☒

(b) If 'Yes', specify which Class and notify Responsible Officer of requirement to proceed to Article 117 scoping and/or Section 175 application to An Bord Pleanála, as necessary:

2. (a) Is the development of a type set out in Part 2 of Schedule 5:

Yes ☐ No ☒

(b) If 'Yes', specify which Class and notify Responsible Officer of requirement to proceed to Article 117 scoping and/or Section 175 application to An Bord Pleanála, as necessary:

3. (a) Is the development of a type set out in Part 2 of Schedule 5 which does not exceed a quantity, area or other limit specified in respect to the relevant class of development:

Yes ☐ No ☒

(b) If 'Yes', specify which Class and proceed to Question 4:

² Notify Responsible Officer of requirement to provide an EIAR and proceed to Article 117 scoping and/or Section 175 application to An Bord Pleanála.

Sub-threshold Development – Preliminary Examination (Step 1)

4. Provide a preliminary examination of the proposed development in accordance with Article 120(1)(a) referencing its nature, size and location:

Referring to EIA Screening report carried out by Tobin Consulting Engineers for the proposed development, which states:

“Recognising the requirement to apply a ‘wide scope’ it is considered the proposed development should be subject to a subthreshold development as it is considered to fall within the project meaning of Part 2 Class 10 (b) (iv).

An EIA Screening determination is required for sub-threshold developments as per the 2001 Regulations, as amended and a screening assessment is provided in Section 5 of this report.”

Preliminary Conclusion

- ☐ there is no real likelihood of significant effects on the environment arising from the proposed development, and an EIA is not required [Article 120(1)(b)(i)]
- ☐ there is significant and realistic doubt in regard to the likelihood of significant effects on the environment arising from the proposed development and the information specified in Schedule 7A is required for the purposes of a screening determination [Article 120(1)(b)(ii) – proceed to Q. 5] ¹
- ☐ there is a real likelihood of significant effects on the environment arising from the proposed development and an EIAR is required in respect of the development [Article 120(1)(b)(iii)] ²

Specify reason(s)

Signatures

1.
2.
3.

Dated

- / / 20.....
- / / 20.....
- / / 20.....

¹ Notify Responsible Officer of requirement to provide Schedule 7A information.

² Notify Responsible Officer of requirement to provide an EIAR and proceed to Article 117 scoping and/or Section 175 application to An Bord Pleanála.

Sub-threshold Development – Screening Determination (Step 2)

5. Provide a screening determination of the proposed development in accordance with Article 120(1B) with reference to the criteria listed in Schedule 7 and the information submitted pursuant to Schedule 7A, where applicable:

☒ See attached determination sheet

Screening Determination

- ☒ there is no real likelihood of significant effects on the environment arising from the proposed development and an EIA is not required [Article 120(1B)(i)]
- ☐ there is a real likelihood of significant effects on the environment arising from the proposed development and an EIAR is required in respect of the development [Article 120(1B)(ii)]³

Specify reason(s)

Referring to EIA Screening report carried out by Tobin Consulting Engineers for the proposed development, specifically the Section 5.0 *Conclusion* which states:

"The proposed development does not meet or exceed Schedule 5, Part 1 or Part 2 thresholds and criteria, and as such, EIA is not mandatory. In addition, the proposed road improvement scheme does not meet or exceed thresholds or criteria set out under Sections 50 or 51 of the Roads Act 1993, as amended. As such, EIA is not mandatory.

The proposed development can be considered a sub-threshold project under Part 2 Class 10 (b) (iv). A screening determination is required for a sub-threshold development. An EIA screening has been carried out considering the nature of the proposed development, its size and location having due regard to the criteria listed in Schedule 7 and the relevant information listed in Schedule 7A.

It is concluded that the proposed development would not be likely to have significant effects on the environment and that the preparation and submission of an environmental impact report is not required.

Furthermore, the proposed development is anticipated to result in long term positive effects on safety for pedestrians by the provision of dedicated walking facilities with public lighting and it will create a sustainable mode of active travel transport usage."

Signatures

1.
2.
3.

Paul McKoyne CEng PG Dip. Env. Eng.
Michael O'Connell
[Signature]

Dated

02 / 11 / 2023
2 / 11 / 2023
2 / 11 / 2023

³ Notify Responsible Officer of requirement to provide an EIAR and proceed to Article 117 scoping and/or Section 175 application to An Bord Pleanála.

