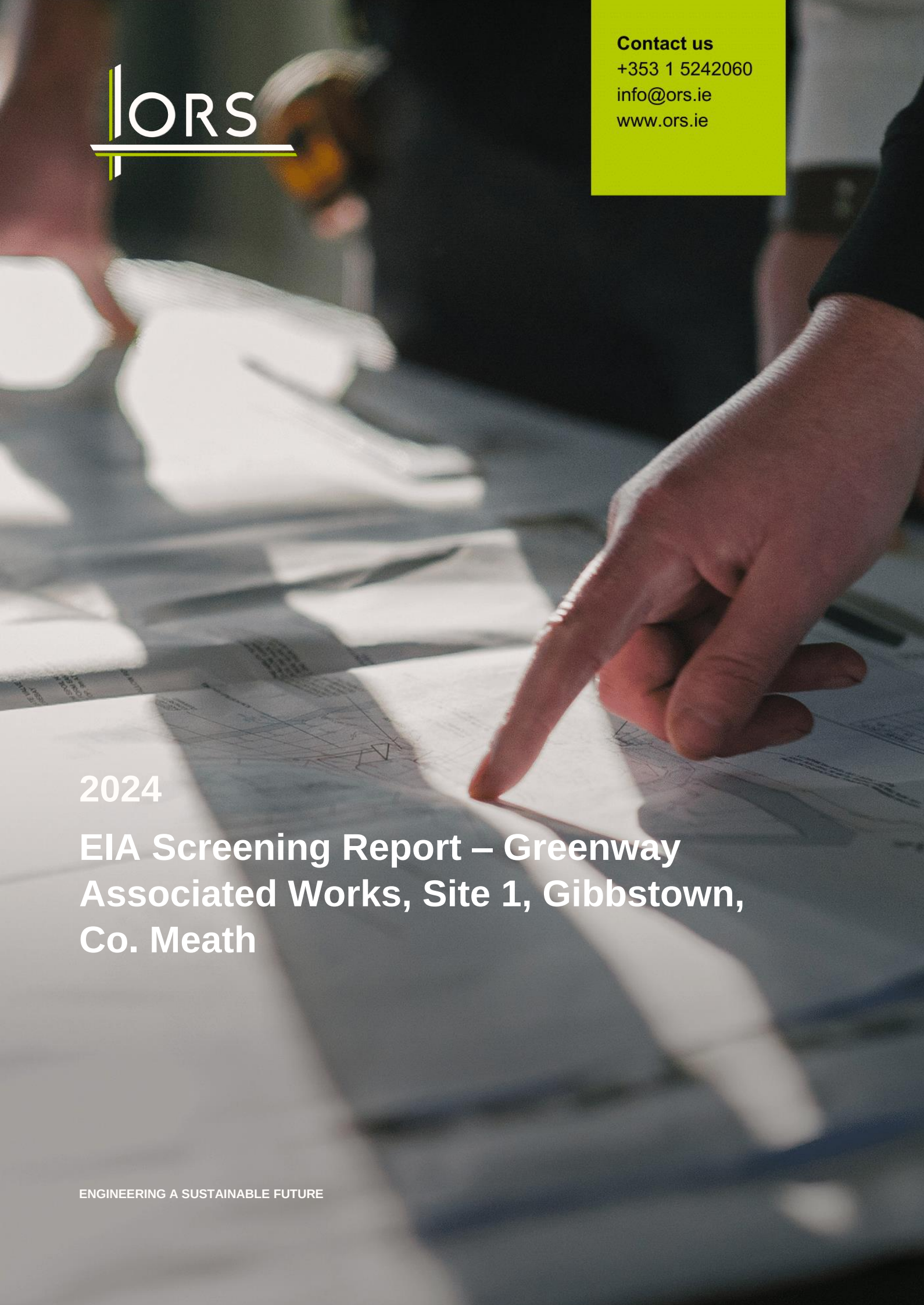

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EIA Screening Report – Greenway Associated Works, Site 1, Gibbstown, Co. Meath

ENGINEERING A SUSTAINABLE FUTURE

Environmental Impact Assessment Screening Report

Greenway Associated Works – Site 1, Gibbstown, County Meath

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1 Introduction

1.1 Background

This Environmental Impact Assessment (EIA) preliminary examination exercise has been prepared in support of a Part 8 Application for the proposed construction of a 1.7km footpath between Kilberry and Gibbstown and car park at Gibbstown, in support of the Boyne Valley Lakelands County Greenway, which itself forms a strategic part of Transport infrastructure Ireland's National Greenway Strategy. The purpose of this exercise is to determine if an EIA Report is required for the consideration of the above proposed footpath and car park.

EIA requirements are derived from legislation set by the European Union in the form of EIA Directive 2011/92/EU, as amended by Directive 2014/52/EU. Most pertinent to the screening stage of the EIA process, are **Annexes I** and **II** of the EU Directive which comprise a list of project categories with the potential to have significant effects on the environment. Annexes I and II are transposed into Irish Legislation and contained within the Planning and Development Regulations 2001-2023, in **Schedule 5, Parts 1** and **2** and additionally in Section 50 of the Roads Act, 1993 to 2007 (as amended) and Article 8 of the Roads Regulations, 1994 outline the legislative requirements that determine whether an EIA is mandatory for a proposed road development.

This EIA Screening exercise first provides a description of the proposed development under the criteria defined in **Schedule 7A** of the *Planning and Development Regulation 2001-2023*, further described in section 3.

The focus of the proposed "Greenway Associated Works" is to complement the existing greenway infrastructure with services and amenities that will;

1. Enhance user experience by providing quality car parking facilities at selected Greenway access points along the route;

2. Provide a high degree of safety and convenience to all road users by introducing traffic calming measures at selected Greenway access points along the route to reduce vehicle speed at locations;

3. Provision and upgrade of footpath infrastructure linking adjacent town/village/residential communities to the Greenway access points providing safe access and egress for pedestrians/cyclists."

The project located at Site 1, Gibbstown / Kilberry consists of the following proposed works;

1. *Provision of car parking facilities comprising no. 19 spaces including 2 disabled access spaces at Gibbstown Greenway access point with access to the Greenway;*
2. *Construction of 1.7km of footpath west of Kilberry towards the Gibbstown Greenway crossing point.*

For the purposes of this EIA Screening report only the 1.7km footpath and car park aspects of the development proposed at Site 1 were assessed for the Part 8 Application process.

An initial screening appraisal was then carried out for this activity against the relevant categories in **Schedule 5, Parts 1** and **2** of the regulations, further described in Section 4.

In the event where an EIA screening threshold is exceeded, the screening process is continued, and characteristics of the proposed development are considered in further detail against the relevant criteria defined by **Schedule 7** of the regulations, summarised as follows:

1. Characteristics of proposed development – size, cumulative effects, natural resources etc.
2. Location of proposed development – environmental sensitivity of the areas likely to be affected by the development.
3. Types and characteristics of potential impacts – likely significant effects on the environment.

2 EIA Screening Methodology

2.1 Legislative Requirement for EIA

Screening is the initial stage in the EIA process and determines whether or not the proposed development is likely to have significant effects on the environment and, as such, require EIA to be carried out prior to a decision for a development consent application being made.

EIA requirements are derived from legislation set by the European Union in the form of EIA Directive 2011/92/EU, as amended by Directive 2014/52/EU, collectively titled: "*on the assessment of the effects of certain public and private projects on the environment*". These directives set out the principles for the environmental impact assessment of projects by introducing minimum requirements regarding:

1. The type of projects subject to assessment
2. The main obligations of developers
3. The content of the assessment
4. The participation of competent authorities

Most pertinent to the screening stage of the EIA process, are Annexes I and II of the EU Directive which comprise a list of project categories with the potential to have significant effects on the environment. Annexes I and II are transposed into Irish Legislation by the Planning and Development Regulations 2001-2023, in Schedule 5, Parts 1 and 2, with national thresholds added to many of the Part 2 classes of development.

In addition to the above regulations, Section 50 of the Roads Act, 1993 to 2007 (as amended) and Article 8 of the Roads Regulations, 1994 outline legislative requirements that determine whether an EIA is mandatory for a proposed road development.

2.2 Project Categorisation

Once the proposed development is described and the principal activities are defined, the first step in the screening process can be undertaken. This preliminary examination involves assessing whether the development falls within a category listed in either **Parts 1** or **2** of schedule 5 of the *Planning and Development Regulations 2001-2023,* or if the development falls within a category listed in Section 50 of the Roads Act, 1993 (as amended) and Article 8 of the Roads Regulations, 1994.

The proposed footpath and car park aspects of the development at Site 1 are applicable to Part 8 of the Planning and Development Regulations 2001 – 2023 article 80(1)(b)(i):

- *In the case of a road in any other area, 1 kilometre or more;*

Article 80(C):

- *This Part shall also apply to development which is carried out within the functional area of a local authority that is a planning authority, on behalf of, or in partnership with the local authority, pursuant to a contract with the local authority*

2.2.1 Schedule 5 of the Planning and Development Regulations 2001-2023

Categories listed in **Part 1** and **Part 2** of schedule 5 of the Planning and Development Regulations 2001-2023 are described as:

1. **Part 1 Activities** – consists of activities which have significant effects on the environment. Proposed developments which exceed the relevant thresholds in Part 1 are subject to a mandatory EIA. Part 1 sub-threshold developments require screening in cases where the same class of development is not listed in Part 2 with a lower mandatory threshold.
2. **Part 2 Activities** – do not necessarily have significant effects on the environment in every case; Proposed developments which exceed the relevant thresholds in Part 2, as defined by the Irish State are subject to a mandatory EIA. For all sub-threshold developments listed in Schedule 5, Part 2, where no EIAR is submitted or EIA determination requested, a screening determination is required to be undertaken by the competent authority unless, on preliminary examination it can be concluded that there is no real likelihood of significant effects on the environment.

Corresponding developments automatically require EIA if no threshold is given or if they exceed a given threshold. Developments which correspond to **Part 2** project types but are below the given threshold must be subject to a screening exercise to determine whether they require EIA or not.

2.2.2 Section 50 of the Roads Act, 1993 (as amended) and Article 8 of the Roads Regulations, 1994.

As mentioned in **Section 2.2**, an additional step in the screening process is to determine if the road development is subject to screening determination under Section 50 of the Roads Act, 1993 (as amended) and Article 8 of the Roads Regulations, 1994, the categories that trigger a mandatory EIA are described as:

Section 50 (1) (a) of the Roads Act, 1993 as substituted by Section. 9(1)(d)(i) of the Roads Act, 1993 (as amended)

A road authority or the Authority shall prepare a statement of the likely effects on the environment ('environmental impact statement') of any proposed road development it proposes consisting of:

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

Article 8 of S.I. No. 119/1994 Roads Regulations ,1994 (The prescribed types of proposed road development for the purpose of subsection (1)(a)(iv) of Section 50 of the Roads Act,1993 to 2007 (as amended)).

(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 lengt*h

Corresponding developments automatically require EIA if no threshold is given or if they exceed a given threshold under Section 50 of the Roads Act, 1993 to 2007 (as amended) and Article 8 of the Roads Regulations, 1994.

2.3 Project Screening Determination

In cases where a project is deemed eligible for a mandatory EIA, a sub-threshold EIA or an exemption, the EIA preliminary examination process is concluded, and suitable recommendations are made in order to progress the project further.

In the event where a given project is deemed to be **below** the relevant **Part 2** threshold of the Planning and Development Act, 2000 (as amended) or below the thresholds detailed in **Section 50** of the Roads Act, 1993 (as amended) and **Article 8** of the Roads Regulations, 1994, further screening is required, and characteristics of the proposed development are considered in further detail against the relevant criteria outlined in Schedule 7 of the *Planning and Development Regulations 2001-2023.*

This exercise is carried out for the project in **Section 4**.

2.4 Determination of the EIA Requirement for Sub-Threshold Projects

Schedule 7A of the Planning and Development Regulation 2001-2023 outlines specific information pertaining to the project to be provided by the applicant for the purposes of screening sub-threshold projects to the competent authority's satisfaction. This includes:

1. Characteristics of the project

a. size and design of the whole of the proposed development
b. cumulation with other existing development and/or development the subject of a consent for proposed development
c. nature of any associated demolition works
d. use of natural resources, in particular land, soil, water and biodiversity
e. production of waste
f. pollution and nuisances
g. the risk of major accidents, and/or disasters which are relevant to the project concerned, including those caused by climate change
h. the risks to human health (for example, due to water contamination or air pollution)

2. Location of proposed project

a. the existing and approved land use,
b. relative abundance, availability, quality and regenerative capacity of natural resources (including soil, land, water and biodiversity) in the area and its underground,
c. absorption capacity of the natural environment, paying particular attention to the following areas*:*

(i) wetlands, riparian areas, river mouths

(ii) coastal zones and the marine environment

(iii) mountain and forest areas

(iv) nature reserves and parks

(v) areas classified or protected under legislation, including Natura 2000 areas designated pursuant to the Habitats Directive and the Birds Directive

(vi) 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;

(vii) densely populated areas;

(viii) landscapes and sites of historical, cultural or archaeological significance.

3. Characteristics of potential impacts

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

These criteria are assessed for the proposed development in **Section 5.**

2.5 Information to be provided for the purpose of Sub-Threshold Projects

In the event that the requirement for a full screening exercise is triggered, Schedule 7A of the *Planning and Development Regulation 2001-2018* outlines specific information pertaining to the project to be provided by the applicant for the purposes of screening sub-threshold projects to the competent authority's satisfaction. This includes:

1. Description of the proposed development (Outlined in **Section 3**)

- Description of the physical characteristics of the whole proposed development and, where relevant, of demolition works.
- Description of the location of the proposed development, with regard to the environmental sensitivity of geographical areas likely to be affected.

2. Description of the aspects of the environment likely to be significantly affected by the proposed development (Criteria incorporated into **Tables 5.1 - 5.3**)

3. **Description of any likely significant effects***, to the extent of the information available on such effects, of the proposed development on the environment resulting from:*

- Expected residues and emissions and the production of waste, where relevant.
- Use of natural resources, in particular soil, land, water and biodiversity. (Criteria incorporated into **Tables 5.1 - 5.3**)

3 Description of the Proposed Development

3.1 Introduction

The Meath County Development Plan 2021-2027 outlines the approach to climate change adaptation and greenhouse gas mitigation, as required by the Planning and Development Act 2000, as amended

It is an objective of the Plan as stated in **Chapter 10: Climate Change Strategy;**

- **MOV OBJ 32:** *To continue the development of a network of Greenways in the County in accordance with the Department of Transport, Tourism and Sports Strategy for Future Development of Greenways*.

The characteristics of the proposed footpath and car park aspects of the development at Site 1 are described in the following section. The development site is assessed in **Section 5** in order to determine whether a mandatory EIA is necessary.

3.1.1 Site Description

The proposed works are located along the R163 regional road, located between Gibbstown and Kilberry, County Meath. The works include the provision of car parking facilities at the Gibbstown Greenway access point with access to the greenway and the provision of a new 1.7km footpath including drainage on the North side of the road linking Kilberry village to the Gibbstown Greenyway Crossing Point to tie in with the existing footpath at the junction of R162 to R163 Kilberry.

The proposed development stretches along a regional road west of Kilberry town for 1.7km. The proposed parking lot is located at the western end of the proposed footpath at the existing Gibbstown Chip Storage depot and is *ca*. 3060m^2.

The proposed footpath is bounded by agricultural lands, private residences, commercial properties, an electrical substation, a school and a church. The proposed parking lot is located adjacent to an electrical substation, a mine tailings storage facility and the decommissioned Gibbstown train station.

A map of the proposed development is seen in **Figure 3.1** below.

Figure 3.1: Site location and environs

3.1.2 Planning Description

The proposed site layout of the car park can be seen in **Figure 3.2** overleaf.

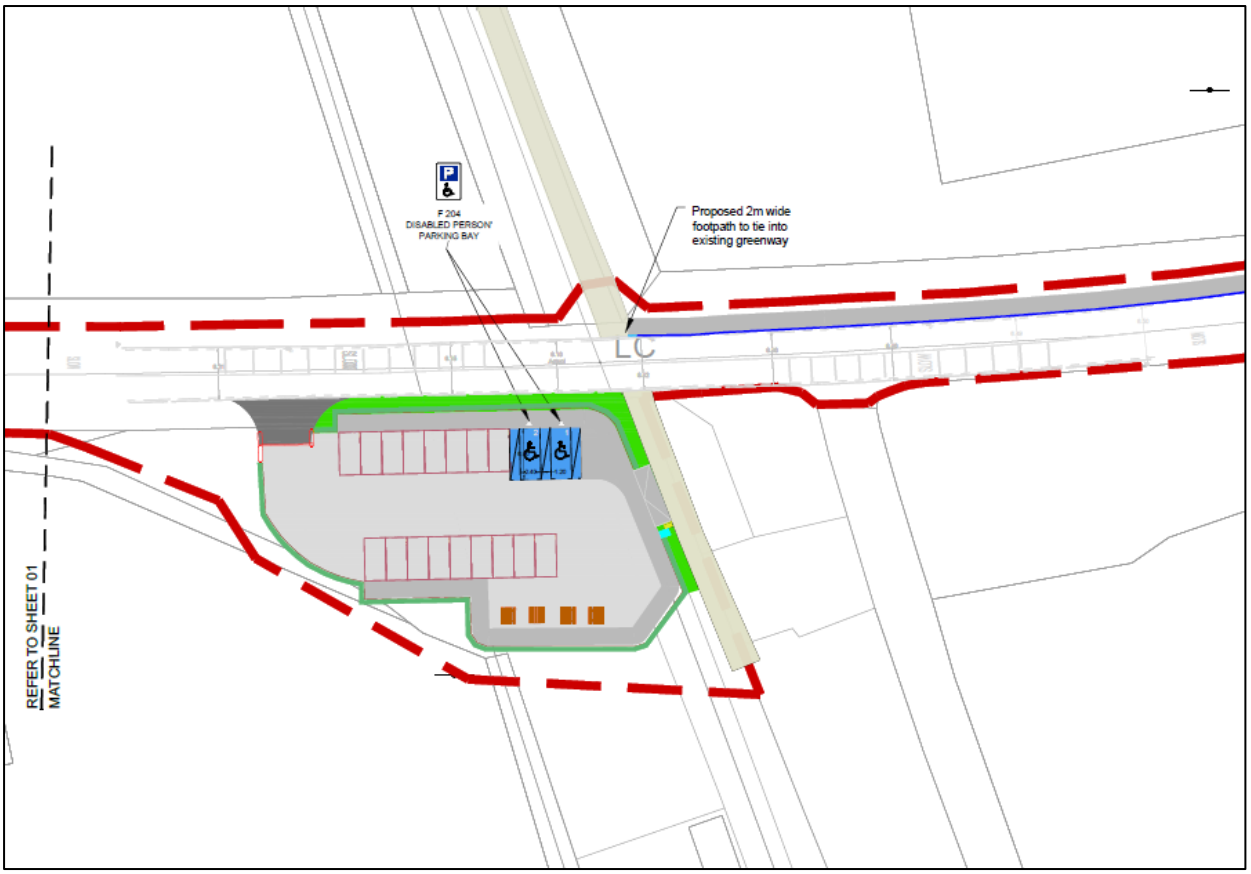

Figure 3.2: The proposed car park layout (cropped)

The proposed development shall include the following elements;

1. Provision of car parking facilities comprising no. 19 spaces including 2 disabled access spaces at Gibbstown Greenway access point with access to the Greenway;
2. Provision of a new 1.7km footpath including drainage on the North side of the road linking Kilberry Village to the Gibbstown Greenway Crossing Point to tie in with the existing footpath at the junction of R162 to R163 Kilberry;

Additional works*:*

- Enhance the setting and interpretation of heritage assets
- Relocation of utility services at all locations (Where necessary)
- Landscaping design
- Improve lighting throughout extent of the works (Where necessary)
- Widening of footpaths (Where necessary)
- Resurfacing of carriageway

3.1.3 Population

The site is located across the Donaghpatrick electoral division, county Meath. The division is a

settled rural area 42.5km^2 in size, with a total population of 2004 people in 2023 and a population density of 47.15 per km^2.

3.1.4 Hydrology and Topography

The proposed site is located within the Boyne Hydrometric Area (07) and Catchment (07). The eastern extent of the development is located within the Boyne Sub-Catchment (018) and the Yellow (Blackwater Kells) Sub-Basin (020). The western edge of the development is located within the Boyne Sub-Catchment (015) and the Boyne Sub-Catchment (160).

The principle hydrological features within the vicinity of the site are the Tatestown stream, located approximately 120m west of the proposed car parking site and the Silloge stream, located ca. 1km east of the proposed car parking site. The Tatestown stream flows in a southeasterly direction through the Tara Mines Tailings Storage Facility. The Silloge stream flows southeasterly for ca. 570m from where it crosses the path of the proposed footpath.

The Water Framework Directive aims to achieve good status for all rivers, lakes and transitional and coastal waters in the EU. Achieving good ecological status for surface waters is critical to this. According to the EPA maps, the Tatestown stream and the Sillogae stream have a 'Poor' WFD status and are 'At Risk' in accordance with the Water Framework Directive. This indicates the rivers ecological status and chemical status are poor.

EPA Maps were consulted to determine if any WFD River Network Routes designated as Designated Salmonid Waters under S.I. No. 293/1988 - European Communities (Quality of Salmonid Waters) Regulations 1988 existed in the surrounding areas of the site. The Tatestown stream and the Silloge stream were not included in the register, therefore no adverse impacts from the site are envisioned for salmonid habitats.

The ground level is higher towards the west end of the R163 at 84m AOD, it slopes southeasterly to an approximate level of 55m AOD at the location of the proposed Car Parking site.

3.1.5 Soils, Geology and Hydrogeology

Teagasc soil mapping indicates that subsoils at the west end of the development site consist of river alluvium, with a clayey texture. Teagasc soil mapping indicates that subsoils at the along the route of the proposed footpath consist of till derived chiefly till derived chiefly from sandstone and shale and have a clayey texture. Teagasc soil mapping indicates that subsoils at Kilberry Cross at the east end of the development consist of made ground. The Geological Survey of Ireland (GSI) bedrock database indicates that soils of the proposed site are underlain at depth by the Rathkenny Formation, which consists predominantly of black mudstone, siltstone and greywackle.

Given the linear nature and extent of the development, a range of settings occur. According to GSI groundwater maps, the site overlies a poor aquifer, of bedrock which is generally unproductive except for local zones. The west section of the site, in the vicinity of the proposed parking lot has a groundwater vulnerability index of "Moderate". The proposed footpath which extends towards the east / northeast has varying degrees of groundwater vulnerability which range from high through extreme and X (karst) along the course of the development. The

section of the site which represents the proposed car park, and a majority of the footpath are described as having subsoil of “Moderate” permeability. The hydrological setting of the section of the site at Kilberry Cross and the central portion of the linear development where groundwater vulnerability is described as X (karst) are not mapped.

No groundwater source protection zones or protected hydrological features such as holy wells or springs are located within the boundaries or the immediate vicinity of the of the proposed car parking site or footpath.

There are no geological heritage features located within, or in the immediate environs of the subject development works.

3.1.6 Designated Areas

There are no designated areas (SPAs, SACs or NHAs) detected within the immediate vicinity of the proposed development according to the EPA and National Parks and Wildlife Services (NPWS) site maps. The nearest designated areas to scheme include:

- River Boyne and River Blackwater (SAC) (002299) located *ca.* 2.6km SW of the site.
- River Boyne and River Blackwater (SPA) (004232) located ca. 2.6km SW of the site.

3.1.7 Flood Risk

OPW Flood maps indicate 0.1%, 1% and 10% AEP flood extents are not predicted to occur within the boundaries of the development site. OPW Flood maps indicate no risk of coastal or groundwater flooding within the boundaries of the works. OPW maps indicate that no past flood events were recorded within the boundaries or within the vicinity of the proposed works.

The proposed car parking site is located on ADS benefitted lands associated with the Boyne (XC1/8/5/3) Arterial Drainage Scheme.

3.1.8 Cultural Heritage

There are no historic features located within the boundaries or the immediate vicinity of the proposed developments. Several historical heritage features are located *ca.* 250m west and southwest of the proposed car parking site within the boundaries of the Tara Mines Tailings Pond Facility. A Ring ditch (ME018-048) occurs *ca.* 530m north of the proposed footpath to west of Kilberry town, however this is not located within the boundaries or the immediate vicinity of the proposed developments and is thus unlikely to be affected by the proposed development.

Gibbstown (Baile Ghib) is a Gaeltacht area located *ca.* 1.6km northwest of the proposed car parking site and is thus of cultural significance. However, the town is not located within the boundaries or the immediate vicinity of the proposed developments and is thus unlikely to be affected by the proposed development.

3.1.9 Landscape

The landscape adjacent to the west of the proposed parking lot site is described as artificial

surfaces and further differentiated as mines, dumps and construction sites. The proposed car park is located on an undeveloped site and has the potential to significantly alter the visual character of the site. The lands along the extent of the proposed footpath are described as agricultural lands and are further differentiated as pastures and arable land. The existing R163 road itself is occupied by 2 opposing lanes of undivided traffic. The lands adjacent to the site are occupied by private residences, businesses, municipal structures and agricultural lands. There is currently no dedicated cycle lane or pedestrian footpath along the route of the proposed development. As such, the proposed development shall significantly alter the character of the road and has the potential to alter the landscape in the immediate vicinity of the footpath.

3.1.10 Biodiversity, Flora and Fauna

The closest designated sites to the proposed developments are the River Boyne and River Blackwater SAC (002299) and SPA (004232), located ca. 2.6km from the proposed parking site. The qualifying interests for the SAC include alkaline fens, alluvial forests with *Alnus glutinosa* and *Fraxinus excelsior ((Alno-Padion, Alnion incanae, Salicion albae), Lampetra fluviatilis (River Lamprey), salmo salar (Salmon) and Lutra lutra (*otter). The qualifying interest of the SPA is the Kingfisher (*Alcedo atthis).* The works will be confined to a stretch of the R163 on the west outskirts of Kilberry town at the R162 junction. The proposed works extend for 1.7km and terminate at the Boyne Valley to Lakelands County Greenway. The works will require land to be regraded to create area for the footpath. The effect of this will be minimal. The proposed cark parking site to the southwest of the Greenway will require the land to be cleared and regraded. The effect of this will be minimal.

3.2 Environmental Management Measures

The construction and operational phases of the proposed developments will consist of similar nuisance-generating activities in terms of plant and vehicle movements. Once in the operational phase it can be expected that there will be no plant movement on the project and therefore no nuisance-generating activities. It can be concluded that the operational phase impacts will not be significant.

Best practice management measures have been presented for the development site. The following mitigation measures shall apply only to the construction phase and not the operational phase of the development site.

3.2.1 Noise

A preliminary risk assessment was carried out for the proposed site locations in accordance with the Air Quality Monitoring and Noise Control Unit's Good Practice Guide for Construction and Demolition, produced by the London Authorities Noise Action Forum, July 2016. This assessment considered factors relating to the proximity of the sites to sensitive receptors and rated the level of nuisance anticipated with scheduled work practices.

Following the completion of this risk assessment, available in **Appendix A**, the proposed developments were determined to be a **moderate-risk** site based on the moderately to sparsely settled site locations in a mixture of land uses with residential, commercial and agricultural in the surrounding setting. This section outlines suitable measures to minimise

nuisance noise and dust emissions in order to minimise any impact of the prosed developments on surrounding receptors.

Marked variation of noise levels from those experienced as part of everyday life in an area can result in extreme disruption. Noise emanating from the project during the construction phase has the potential to impact off-site receptors.

The proposed development will be obliged to comply with BS 5228 “Noise Control on Construction and open sites Part 1”. The appointed contractor shall implement the following measures to eliminate or reduce noise levels where possible:

1. All site staff shall be briefed on noise mitigation measures and the application of best practicable means to be employed to control noise.
2. All staff should be briefed on the complaint’s procedure, the mitigation requirement, and their responsibilities to register and escalate complaints received.
3. Good quality site hoarding to be erected to maximise the reduction in noise levels.
4. Contact details of the contractor and site manager shall be displayed to the public, together with the permitted operating hours.
5. Material and plant loading and unloading shall only take place during normal working hours.
6. Ensure that each item of plant and equipment complies with the noise limits quoted in the relevant European Commission Directive 2000/14/EC.
7. Fit all plant and equipment with appropriate mufflers or silencers.
8. Use all plant and equipment only for the tasks for which it has been designed.
9. Locate movable plant away from noise sensitive receptors.
10. Ensure at least 4 days’ notice is given to Meath County Council Planning Department when applying for extensions to normal working hours. No out of hours work to be undertaken unless permission to do so has been granted.

3.2.2 Dust and Air Quality

Dust prevention measures will be put in place for any particulate pollution. The extent of dust generation under construction activities being carried out is dependent on environmental factors such as rainfall, wind speed and wind direction. The most likely sources of dust generation at the sites include soil stripping and excavation of the current road and agricultural land surfaces for the construction of the new travel scheme and parking lots in addition to the sawing of concrete during demolition and construction phases of the project.

Control Measures are outlined as follows:

1. Soil will not be exposed until a replacing capping layer is almost ready to be placed. This is to ensure that soil is left exposed for the minimum amount of time possible.
2. Material stockpiles will be strategically placed to reduce wind exposure. Materials will be ordered on an ‘’as needed’’ basis to reduce excessive storage.
3. Appropriate dust suppression will be employed to prevent fugitive emissions affecting those occupying neighbouring properties or pathways.
4. Restrict vehicle speeds to 15 kmph on-site as high vehicle speeds cause dust to rise.
5. Covers are to be provided over soil stockpiles when high wind and dry weather are encountered if required.

6. All consignments containing material with the potential to cause air pollution being transported by skips, lorries, trucks or tippers shall be covered during transit to and from the works.
7. Street and footpath cleaning shall be undertaken during the demolition and ground works phase to minimise dust emissions.
8. No materials shall be burned on-site.

3.2.3 Surface Water Run Off

The main pollutants with the potential to impact site water are silt, fuel/oil, concrete and chemicals. There are a number of steps outlined below to eliminate contamination of site surface water runoff. The below recommendations are advised with reference to the Eastern Regional Fisheries Board recommendations for protection of adjacent water courses during the construction phase:

1. Harmful materials such as fuels, oils, greases, paints and hydraulic fluids must be stored in bunded compounds well away from storm water drains and gullies. Refuelling of machinery should be carried out using drip trays.
2. Runoff from machine service and concrete mixing areas must not enter storm water drains and gullies leading away from the works.
3. Stockpile areas for sands and gravel should be kept to minimum size, well away from storm water drains and gullies leading away from the works.

3.2.4 Construction Project Manager

The Construction Project Manager/Site Manger will have the overall responsibility of ensuring the measures outlined in the Project CMP/EOP are adhered to for the duration of the construction phase. The primary responsibilities of the Construction Project Manager/Site Manger are as follows:

1. Promotion of awareness of environmental issues associated with each project phase/site rules.
2. Facilitate environmental audits and site visits.
3. Monitor the impact of construction/operational traffic on local traffic conditions.
4. Monitor the impact of construction/operational traffic on local road conditions.
5. Awareness and implementation of relevant legislation, codes of practice, guidance notes as stated in the CMP/EOP.
6. Conduct regular site inspections to facilitate the timely identification of environmental risks or incidents.
7. Ensure all construction activities are carried out with minimal risk to the environment.
8. Report environmental incidents in a timely manner to the project environmental consultant and the relevant authorities.

3.2.5 Resident Engineer

Typically, the Resident Engineer's primary role involves assurance that the construction work of a project is carried out according to the quality, time and cost requirements of the contract. A significant degree of cross-over can usually be anticipated between the roles of a Resident Engineer, a Construction Project Manager and an Environmental Consultant. With respect to

the Project CMP, the Resident Engineer is expected to play a crucial role in the Traffic Management Plan along with the following responsibilities:

1. Performing or coordinating site inductions.
2. Monitoring the performance of subcontractors.
3. Monitoring the performance of the traffic management plan.
4. Managing and supervising less experienced site engineers and operatives.
5. Ensuring that work activities have been carried out in accordance with the plans, specifications and industry standards.
6. Ensuring that tests and inspections are performed.
7. Liaising with construction management to remove any hazards associated with work activities.
8. Ensuring that delivered materials meet specifications and established quality standards.
9. Initiating and maintaining records, back-charge procedures, progress reports etc.
10. Quality assurance of the Project CMP/EOP.
11. Update of the Project CMP/EOP as required paying particular attention to site-specific environmental hazards or changes in legislation.
12. Ensuring compliance of Project CMP/EOP with the conditions of the Planning Permission.
13. Provide expertise to the Construction Project Manager/Site Manager on environmental concerns.
14. Conduct the various specialist environmental monitoring tasks outlined in section 3.5.
15. Prompt response to environmental issues if they arise.

3.3 Awareness and Training

3.3.1 Environmental Induction

The key environmental topics outlined in **Section 3.1** will be summarised and integrated into the general site induction. Site-specific concerns and best work practices will be outlined to all contractors and sub-contractors due to carry out work at the site. As a minimum this will include:

1. The roles and responsibilities of the Construction Project Manager; the Environmental Consultant and the Resident Engineer; along with the responsibilities of contractors/sub-contractors themselves.
2. Incident and complaints procedure.
3. Outline of the EOP structure.
4. Site specific environmental concerns.
5. Best work practices

3.3.2 Toolbox Talks

Daily toolbox talks will be conducted by the Construction Project Manager/Site Manger as standard practice. It is the duty of the Construction Project Manager/Site Manger to liaise with the Project Environmental Consultant and Resident Engineer to assess site operations for environmental concerns particularly as the project advances and new activities commence. Appropriate mitigation measures will be devised and communicated to the relevant personnel prior to the commencement of any such activities.

3.4 Environmental Incidents and Complaints Procedure

The Construction Project Manager/Site Manger will maintain a register of environmental incidents which will document the nature, scale and severity of any environmental incident or complaint which arises as a result of site activities. In the event of an environmental incident the following steps must be followed:

1. A suitably qualified Environmental Consultant is notified immediately.
2. A suitably qualified Environmental Consultant will liaise with the competent authority if necessary.
The details of the incident will be recorded on an Environmental Incident Form which will record the following details:
- Cause of the incident
- Extent of the Incident
- Immediate actions
- Remedial measures

3. Recommendations made to avoid reoccurrence.
4. If the incident has impacted on an ecologically sensitive receptor (SPA, SAC, NHA) an ecological specialist will be consulted.
A suitably qualified Environmental Consultant and Construction Project Manager will fully cooperate with any investigations conducted by the competent authority.

4 Initial EIA Screening

4.1 Project Categorisation

A detailed description of the proposed development is outlined in **Section 3.1.** With respect to the Part 8 Applciation, in terms of the different categories of development listed in **Schedule 5** of the of the *Planning and Development Regulations 2001 – 2022*, there are two aspects of the proposed footpath and car park which could bear relevance to the thresholds outlined in **Part 1** and **2** of Regulations:

- Provision of car parking facilities comprising no. 19 spaces including 2 disabled access spaces at Gibbstown Greenway access point with access to the Greenway;
- Provision of a new 1.7km footpath including drainage on the North side of the road linking Kilberry Village to the Gibbstown Greenway Crossing Point to tie in with the existing footpath at the junction of R162 to R163 Kilberry.

4.1.1 Part 1 Activities

Considering the categories listed in **Part 1** of the Regulations, the subject development does not relate to any of the activities listed.

Based on this criteria, the proposed activity is below the **Part 1** threshold hence a mandatory EIA is not required for the project based on this category.

4.1.2 Part 2 Activities

Considering the categories listed in **Part 2** of the Regulations, there is no class set out under **Schedule 5** in relation to the provision of realignment, upgrade to a public footpath or the establishment of active travel infrastructure. Under the provisions of **Schedule 5**, the closest type of project to the subject development is for the provision of "*all private roads which would exceed 2,000 metres in length*", as per Item 10 (a)(dd) of the Schedule and "*construction of a car-park providing more than 400 spaces, other than a car-park provided as part of, and incidental to the primary purpose of, a development*" as per Item 10 (b)(ii) of the Schedule.

In relation to the threshold set in Category 10 (a)(dd) the active transport works are an upgrade / alteration of the existing R162 / R163 public roads and not the construction of a new private road, the proposed footpath it will be an approximate length of 1.7 kilometres. As a result, EIA is not required for the project based on this category.

In relation to the threshold set in Category 10 (b)(ii), the works are part of, and incidental to the primary purpose of the development which is to facilitate / promote sustainable transport via improving access to the Boyne Valley to Lakelands Greenway. As a result, EIA is not required for the project based on this category.

In relation to the threshold set in Category 11 (b) EIA is required for '*installations for the disposal of waste with an annual intake greater than 25,000 tonnes.'* It is not anticipated that the annual intake of waste (spoil material) at the spoil areas will exceed this threshold. As a result, EIA is not required for the project based on this category.

4.1.3 Section 50 of the Roads Act, 1993 to 2007

In addition to the above regulations, **Section 50** of the *Roads Act, 1993 to 2007 (as amended)* and **Article 8** of the Roads Regulations, 1994 outline the legislative requirements that determine whether an EIA is mandatory for a proposed road development.

Section 50 (1) (a) of the Roads Act, 1993 as substituted by Section. 9(1)(d)(i) of the Roads Act, 2007

A road authority or the Authority shall prepare a statement of the likely effects on the environment ('environmental impact statement') of any proposed road development it proposes consisting of:

(i) the construction of a motorway,

(ii) the construction of a busway,

(iii) the construction of a service area, or

(iv) any prescribed type of proposed road development consisting of the construction of a proposed public road or the improvement of an existing public road.",

Article 8 of S.I. No. 119/1994 Roads Regulations ,1994 (The prescribed types of proposed road development for the purpose of subsection (1)(a)(iv) of **Section 50** of the Roads Act,1993 to 2007 (as amended)).

(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.

The sub-threshold criteria which would trigger an EIA, are outlined in subsections (1) (b-d) in **Section 50** of the Roads Act (1993 as amended) and **Article 8** of S.I. 119/1994 Roads Regulations, 1994:

(b) If An Bord Pleanála considers that any road development proposed (other than development to which paragraph (a) applies) consisting of the construction of a proposed public road or the improvement of an existing public road would be likely to have significant effects on the environment it shall direct that the development be subject to an environmental impact assessment.

(c) Where a road authority or, as the case may be, the Authority considers that a road development that it proposes (other than development to which paragraph (a) applies) consisting of the construction of a proposed public road or the improvement of an existing public road would be likely to have significant effects on the environment, it shall inform An Bord Pleanála in writing prior to making any application to the Bord for an approval referred to in section 51(1) in respect of the development.

(d) Where a proposed development (other than development to which paragraph (a) applies) consisting of the construction of a proposed public road or the improvement of an existing public road would be located on -

> *(i) a European Site within the meaning of Regulation 2 of the European Communities (Birds and Natural Habitats) Regulations 2011 (S.I. No. 477 of 2011),*
>
> *(ii) land established or recognised as a nature reserve within the meaning of section 15 or 16 of the Wildlife Act 1976 (No. 39 of 1976),*
>
> *(iii) land designated as a refuge for fauna or flora under section 17 of the Wildlife Act 1976 (No. 39 of 1976), or*
>
> *(iv) land designated a natural heritage area under section 18 of the Wildlife (Amendment) Act 2000,*

The proposed works are limited to the reallocation of the existing road space. It is not proposed to develop a new road, nor the widening or realignment of an existing road and will not consist of four or more lanes. The works will take place on the R163 and R162 only, connecting Kilberry Village to the Gibbstown Greenway Crossing Point. The site abuts a mixture of land uses with agricultural lands and commercial and residential units in the surrounding area. The scheme, therefore, does not trigger any of the sub-threshold criteria for EIA as per **Section 50** of the Roads Act, 1993 to 2007 (as amended) and **Article 8** of the Roads Regulations, 1994.

4.2 Project Screening Determination

Based on a review of the relevant categories listed in **Schedule 5**, **Part 1** and **2** of the Planning and Development Regulations and additionally, **Section 50** of the Roads Act, 1993 to 2007 (as amended) and **Article 8** of the Roads Regulations, 1994; the proposed development is not deemed eligible for a mandatory EIA, a sub-threshold EIA or an exemption. Therefore, the proposed development is subject to further screening under the relevant criteria outlined in **Schedule 7** of the regulations. This exercise is outlined in **Section 5** of this report.

5 EIA Screening

Schedule 7 of the *Planning and Development Regulations 2001-2023* outlines specific criteria for the determination of EIA requirements for sub-threshold projects, summarised in **Section 2.4** of this report. Specific aspects of the project are screened against these criteria in **Tables 5.1** to **5.3** below.

5.1 Characteristics of Proposed Development

Table 5.1 Criteria to determine the characteristics of the proposed development:

Section 7 Criteria	Information
(a) size and design of the whole of the proposed development	The proposed 1.7km footpath and a car parking site located at the Gibbstown Greenway crossing point along the R163 regional road, are the only aspects of the project considered in this screening report. Additional works across will include re-location of utility services at all locations (where necessary), landscaping, improving lighting throughout extent of the works (where necessary), widening of footpaths (where necessary) and resurfacing of carriageway. A description of Site 1 and of the construction methodology is provided in **Section 3** of this report. With respect to Site 1, the proposed works under the Part 8 Application include the provision of car parking utilities and installation of a 1.7km footpath located along the R163 and R162 (Kilberry Village to the Gibbstown Greenway Crossing Point) in Meath. The site locations occurs across a settled agricultural area in County Meath, along a 30km extent of the Boyne Valley to Lakelands Greenway. The size and design of the proposed works is not likely to cause significant negative effects on the environment.
(b) cumulation with other existing and/or approved projects	A review of existing and previous planning applications under consideration by Meath County Council indicates that developments in the vicinity of the development site are mainly of a minor nature, consisting primarily of applications for extensions, refurbishments, change of use or retention works to commercial and residential and units. There are no planning projects awaiting approval in the immediate vicinity of the proposed works. The closest IPC or IE licenced sites to the development sites include Bord Na Móna Recycling Limited (W0131-02), located

	ca. 3.4km SE and Unilin Insulation Ireland Limited (P0583-01), located ca. 3.8km SW of the proposed site. It is considered that cumulative impacts with other existing and/or approved projects are not likely to cause significant negative effects on the environment
(c) nature of any associated demolition works	There are no associated significant demolition works associated with this project.
(d) use of natural resources, in particular land, soil, water and biodiversity	The project does not include the extensive use of natural resources. No negative impacts arising from the use of land or soil. are anticipated
(e) production of waste	It is not anticipated that significant quantities of waste will be generated as a result of road use or excavation activities.
(f) pollution and nuisances	Potential noise, light, air quality and water pollution impacts are anticipated. The works are located ca. 125m E of and unnamed stream. The release of suspended solids into the watercourse is unlikely to occur during periods of rainfall. This waterbody has a WFD status of “Poor” and is identified as “At Risk”. The inadvertent deposition of hazardous material could lead to the pollution of soil, water courses and groundwater bodies. Dust, Noise and Vibration will be generated from HGV traffic entering and exiting the development sites and by 360º excavators and dozers during soil extraction. Significant negative effects on the environment are not likely to arise due to pollution or nuisance due to the nature and scale of the project and the mitigation measures proposed.
(g) 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	Best practice construction methodologies will be employed throughout the construction phase and a Construction Environmental Management Plan shall be adhered to. A review of PFRA and CFRAM maps for the area confirms that the development site is not at risk from fluvial pluvial or coastal flooding. The potential impacts due to risk of accidents and/or disasters are anticipated to be negligible given the nature of the proposed development including standard procedures that will be applied.
(h) risks to human health	The risks to human health are anticipated to be negligible given the nature of the proposed development including standard procedures that will be applied to avoid effects.

(e.g. due to water contamination or air pollution)	

5.2 Location of the proposed developments

Table 5.2. Section 7 Criteria to determine the characteristics of the site environs.

Section 7 Criteria	Information
(a) existing and approved land use	The existing R163 road itself is occupied by 2 opposing lanes of undivided traffic. The lands adjacent to the site are occupied by private residences, businesses, municipal structures and agricultural lands.
(b) relative abundance, availability, quality and regenerative capacity of natural resources (including soil, land, water and biodiversity) in the area and its underground	The site is located ca. 125m east of an unnamed stream (YELLOW (Blackwater Kells)_020), which passes under the proposed footpath development further east. The stream has a "Poor" WFD status according to EPA maps and is deemed as being 'At Risk' of not achieving good status in accordance with the Water Framework Directive. The stream is a tributary of the Kells Blackwater River which is located ca. 2.7km southwest of the site. The River has a "Poor" WFD status according to EPA maps and is deemed as being 'At Risk' of not achieving good status in accordance with the Water Framework Directive. Construction activities are not deemed to pose a risk to the nearest river water receptors. The development overlies a number of aquifers of different importance and vulnerabilities. The site overlies a poor aquifer which is generally unproductive except for local zones with a range of GW vulnerability classes which occur along the route of the works. GW vulnerabilities vary from Moderate at the west portion of the development, to High, Extreme and X (rock near or at surface) at the eastmost and central portions of the development. There are no wells located within the site boundary, the closest being a Dug Well located 200m east of the development, according to GSI maps, with a locational accuracy of 1km. The use of this well is not defined. Construction activities are not deemed to pose a risk to this nearest well receptor. Best practice housekeeping and measures to prevent nuisances at the development sites will be outlined in the Construction Environmental Management Plan (CEMP) and the Environmental Operation Plan (EOP). Following the implementation of the above measures, impacts to soil, land and biodiversity are not anticipated as a result of the proposed development.

(c) the absorption capacity of the natural environment, paying particular attention to the following areas:	
i. wetlands, riparian areas, river mouths **ii. coastal zones and the marine environment** **iii. mountain and forest areas** **iv. nature reserves and parks**	The proposed development site is located ca. 2.6km from the River Boyne and River Blackwater SAC and SPA. This waterbody is designated as a nutrient sensitive area under the Urban Wastewater Treatment Directive. The proposed development sites are not hydrologically. connected to the marine environment. The proposed development sites are not within or directly. connected to any mountain or forest areas. The proposed development is not within or directly. connected to any nature reserves or parks.
v. areas classified or protected. under legislation, including. Natura 2000 areas designated pursuant to the Habitats Directive and the Birds Directive	The EIA screening report has been conducted to determine whether a full EIA report is deemed necessary for the proposed project. 1 no. designated site weas identified within 15km of the proposed development. After elimination based on lack of hydrological connectivity between the development sites and designated areas, only 1 designated site was deemed of interest to the proposed works; the River Boyne and River Blackwater SAC and SPA. This report concluded the nature and scale of the proposed activities at the development sites posed no significant impacts upon the Natura 2000 site identified.
vi. 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	The site is not located within such an area.
vii. densely populated areas	The development site is located in a settled rural area of a mixed land uses with residential, commercial uses and agricultural. The site is situated in an area with a population density of 47.15 per km2. The proposed works can be considered minor in nature, hence significant impacts in the local population are unlikely.
viii. landscapes and sites of historical, cultural or archaeological significance	There are no archaeological heritage feature located within the boundaries of the proposed development works. The closest features being numerous structures located ca. 250m west and

	southwest of the works, within the boundaries of the Tara Mines Tailings Facility. The works are not within an archaeological area of importance. There are no geological heritage features located within, or in the immediate environs of the development site. Impacts to visual (geological), historical, cultural or archaeological features are not anticipated as a result of the proposed development.

5.3 Characteristics of Potential Impacts

Table 5.3. Section 7 Criteria to determine the likely significant effects on the environment of the proposed development.

Section 7 Criteria	Information
(a) the magnitude and spatial extent of the impact (for example, geographical area and size of the population likely to be affected),	The development sites are located in sparsely populated areas of low environmental sensitivity. Some slight impacts are anticipated as a result of the proposed activity however the extent of these is anticipated to be localised hence significant impacts are not envisaged.
(b) nature of the impact	
i. Human Beings, Population and Human Health	Potential impacts identified to the local population included noise, dust and traffic. Given the mitigation measures proposed, the systems and practices in place and the low population density within the surrounding environs, impacts to human health are anticipated to be slight.
ii. Water, Biodiversity, Flora and Fauna	Given the proximity of watercourses to the site the implementation of mitigation measures for control of suspended solids will be necessary. The inadvertent deposition of hazardous material may lead to pollution of water courses and groundwater bodies. The site and immediate environs are not prone to flooding. The existing roads already in place do not exacerbate the risk of flooding elsewhere in the catchment, and it is not anticipated the upgrade of the roads to incorporate footpaths or traffic calming measures along the R163 will exacerbate the risk of flooding. An Appropriate Assessment (AA) Screening report has been prepared by ORS as part of the Part 8 Application. The AA Screening report should be read in conjunction with this report. In summary it was concluded that an AA of the proposed development is not required as it can be excluded, on the basis of objective information provided in the report, that the proposed development, individually or in combination with other plans or projects, will not have a significant effect on any European sites.

	Overall, the residual effects from an ecological perspective are not anticipated to be significant and impacts to biodiversity, flora and fauna is anticipated to be slight.
iii. Land and Soil	The inadvertent deposition of hazardous material may lead to pollution of soil both on-site and at neighbouring sites. This risk is mitigated by a rigorous waste acceptance procedure, highly trained members of staff and good housekeeping practices.
iv. Air & Climate	None identified or likely.
v. Material Assets, landscape and cultural heritage including architectural aspects	The development does not require any acquisition of privately owned lands, any loss of land / property used by the community or any demolition of property. The development will not give rise to a revaluation of or change in the development potential of adjoining lands / properties. The construction of the Project is not expected to have a significant effect on the visual amenity. There are no protected views within the area that will be affected by the proposed development. It is not considered that any elements of the development proposals will cause any direct or visual impacts with respect to previously recorded and/or extant archaeological monuments or architectural heritage features.
vi. The interrelationship between the environmental topics	Interaction between soil, ground and surface water receptors and by extension, sensitive aquatic and terrestrial habitats were considered. Mitigation measures implemented are expected to reduce the residual impacts associated with such to slight/negligible.
(c) transboundary nature of the impact	There are no transboundary impacts associated with this project.
(d) intensity and complexity of the impact	
i. Human Beings, Population and Human Health	Impacts during construction stage anticipated to be slight and temporary in nature and will have a low intensity type impact. Impacts during operation stage anticipated to be slight and permanent in nature and will have a low intensity type impact.
ii. Water, Biodiversity, Flora & Fauna	
iii. Land and Soil	
iv. Air & Climate	None identified or likely.
v. Material Assets, landscape & cultural heritage including architectural aspects	None identified or likely.

vi. The interrelationship between the environmental topics	Interaction between soil, ground and surface water receptors and by extension, sensitive aquatic and terrestrial habitats were considered. Mitigation measures implemented are expected to reduce the residual impacts associated with such to slight/negligible.
(e) Probability of the impact	
i. Human Beings, Population and Human Health	Negative impacts associated with the construction stage are certain and temporary. Negative impacts associated with the operation stage are possible, but unlikely and long-term.
ii. Water, Biodiversity, Flora & Fauna	Impacts during construction stage are possible. Impacts during operation stage are possible.
iii. Land and Soil	Impacts during construction stage are possible, but unlikely. Impacts during operation stage are possible, but unlikely.
iv. Air & Climate	No significant impact identified or likely.
v. Material Assets, landscape & cultural heritage including architectural aspects	Negative impacts associated with the construction stage are certain and temporary.
vi. The interrelationship between the environmental topics	None identified or likely.
(f) Expected onset, duration, frequency and reversibility of the impact	
i. Human Beings, Population and Human Health	Construction stage impact and nuisances will be temporary. Effects associated with the operational phase are anticipated to be long-term.
ii. Water, Biodiversity, Flora & Fauna	Construction stage impact and nuisances will be temporary. Operational phase impacts on Flora, Fauna, surface water, groundwater and biodiversity are anticipated to be significant and long-term in the absence of mitigation measures.
iii. Land and Soil	Construction stage impact and nuisances will be temporary. Operational phase impacts on Flora, Fauna, surface water, groundwater and biodiversity are anticipated to be slight and long-term.
iv. Air & Climate	Construction stage impact and nuisances will be temporary. No impacts identified by operational stage.
v. Material Assets, landscape & cultural heritage including architectural aspects	The potential impacts during the development will be associated with the construction stage. No impacts identified by operational stage.
vi. interrelationship between the environmental topics	Interaction between soil, ground and surface water receptors and by extension, sensitive aquatic and terrestrial habitats are anticipated to be long-term but unlikely.

(g) cumulation of the impact with the impact of 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	It is considered that cumulative impacts with other existing and/or approved projects are not likely to cause significant effects on the environment.
(h) possibility of effectively reducing the impact	A Construction Environmental Management Plan (CEMP) and an Environmental Operating Plan (EOP) will be submitted by the main contractor to the local authority for approval and will include the following features designed to ensure maximum protection for the environment: **1.** Any excavations and/or vegetation removal will be minimised during construction and/or maintenance works. **2.** Excavated material will not be stored immediately adjacent to watercourses. **3.** Disturbance to natural drainage features should be avoided during the construction and/or maintenance. **4.** Construction machinery should be restricted to public and or site roads. As a general rule machinery should not be allowed to access, park or travel over areas outside the footprint of proposed development. **5.** Suitable prevention measures should be put in place at all times to prevent the release of sediment to drainage waters associated with construction areas and migration to adjacent watercourses to reduce erosion and silt-laden runoff, create, where possible, natural vegetation buffers and divert runoff from exposed areas, control the volume and velocity of runoff, and convey that runoff away from watercourses. **6.** Where necessary drainage waters from construction areas should be managed through a series of treatment stages that may include swales, check dams and detention ponds along with other pollution control measures such as silt fences and silt mats. **7.** Where vegetation removal associated with treelines, hedgerows, individual mature trees, scrub or woodland is required, this shall only be undertaken outside the breeding bird season, between March and August inclusive. **8.** Where extensive areas of ground are to be exposed during route construction or maintenance dust suppression should be undertaken during periods of dry weather. **9.** All chemical substances required during construction and/or maintenance works will be stored in sealed containers.

[redacted]	**10.** Any refuelling or lubrication of machinery will not be undertaken within 50m of a watercourse. **11.** Spill kits will be required on site during construction and/or maintenance works. **12.** Ensure non-native, invasive species do not occur at construction/maintenance areas, or if occurring, are not spread as a result of works. The NRA Guidance on invasive species, outlined above will be adhered to as well as the preparation and implementation of a site specific Invasive Species Management and Control Plan. **13.** Disseminate information on sensitive ecological receptors, such as sensitive habitats, breeding birds etc. occurring adjacent to or in the wider area. This information will aim to educate recreational users on the conservation status and sensitivities of such receptors to encourage responsible usage of the area.

6 Conclusion

The construction and operation of the 1.7km footpath and car parking site do not trigger any thresholds for mandatory EIA/EIAR as set in EU Directive 2011/92/EU, as amended and transposed into Irish Law by the *Planning and Development Regulations 2001 – 2023*.

In addition, the development does not trigger any thresholds for mandatory EIA/EIAR as set in the legislative requirements of **Section 50** of the *Roads Act, 1993 (as amended)* and **Article 8** of the *Roads Regulations, 1994.*

This EIA Screening Assessment has determined that the characteristics of the proposed development are considered not significant. The scale and nature of the proposed works of concern for the Part 8 Application include;

1. *Provision of car parking facilities comprising no. 19 spaces including 2 disabled access spaces at Gibbstown Greenway access point with access to the Greenway;*
2. *Construction of 1.7km of footpath west of Kilberry towards the Gibbstown Greenway crossing point.*

The proposed development sites are not noted as being located within a Zone of Archaeological Potential. Impacts to archaeological features are not anticipated as a result of the proposed development and a mandatory EIA is not triggered, however, as per the *SEA Environmental Report for the Meath County Development Plan 2021-2027*, developments proposed within designated Zones of Archaeological Potential and in sites on or abutting Monuments identified by the Sites and Monuments Record, the Council will refer applications for proposed developments to National Monuments Service of the Department of the Arts, Heritage and the Gaeltacht, to ascertain their requirements and consider their response.

The works are not located within an Architectural Conservation Area (ACA). Impacts to architectural features are not anticipated as a result of the proposed development and criteria for a mandatory EIA is not met.

The mitigation measures that will be implemented as part of the construction phase in the form of CEMP and, detailed in **Table 5.3**.

The best practice procedures to be implemented at the site during the operational phase in accordance with EPA Best Practice Guidelines, listed in **Table 5.1**.

Given the scale and nature of the proposed development the overall risk posed to the environment is considered to be low with no significant impacts anticipated following the implementation of suitable mitigation measures associated with standard construction practices.

The information provided in this EIA Screening Report can be used by the competent authority, Meath City Council, to assess whether an EIA is required for the proposed development relating to the proposed development as no significant effects are anticipated.

The overall conclusion for this screening exercise is that having considered the appropriate statutory criteria, Environmental Impact Assessment is not required for the proposed development.

Appendix A: Risk Assessment as per Air Quality Monitoring and Noise Control Unit's Good Practice Guide for Construction and Demolition

Risk Assessment A – Locality/Site Information

	Low	Medium	High
Expected duration of work			
Less than 6 months			
6 months to 12 months		x	
Over 12 months			
Proximity of nearest sensitive receptors			
Greater than 50 metres from site			
Between 25m and 50m		x	
Less than 25 metres			
Hospital or school within 100 metres			
Day time ambient noise levels			
High ambient noise levels (>65dB(A))			
Medium ambient noise levels (55-65dB(A)		x	
Low ambient noise levels (<55dB(A)			
Working Hours			
8am – 7pm Mon-Fri; 9am-2pm Sat	x		
Some extended evening or weekend work			
Some night-time working, including likelihood of concrete power floating at night			
SUBTOTAL A	**1**	**3**	**0**

Risk Assessment B – Works Information

	Low	Medium	High
Location of works			
Majority within existing building			
Majority External			x
External Demolition			
Limited to two weeks			
Between 2 weeks and 3 months		x	
Over three months			
Ground Works			
Basement level planned			
Non-percussive methods only			
Percussive methods for less than 3 months		x	
Percussive methods for more than 3 months			
Piling			
Limited to one week			
Bored Piling Only			
Impact or vibratory piling			
Vibration generating activities			
Limited to less than 1 week			
Between 1 week and 1 month		x	
Greater than 1 month			
SUBTOTAL B	**0**	**3**	**1**

Total Risk Assessment

	Low	Medium	High
Risk Assessment A	**1**	**3**	**0**
Risk Assessment B	**0**	**3**	**1**
Total	**1**	**6**	**1**

The site is assessed as a **moderate-risk** overall.

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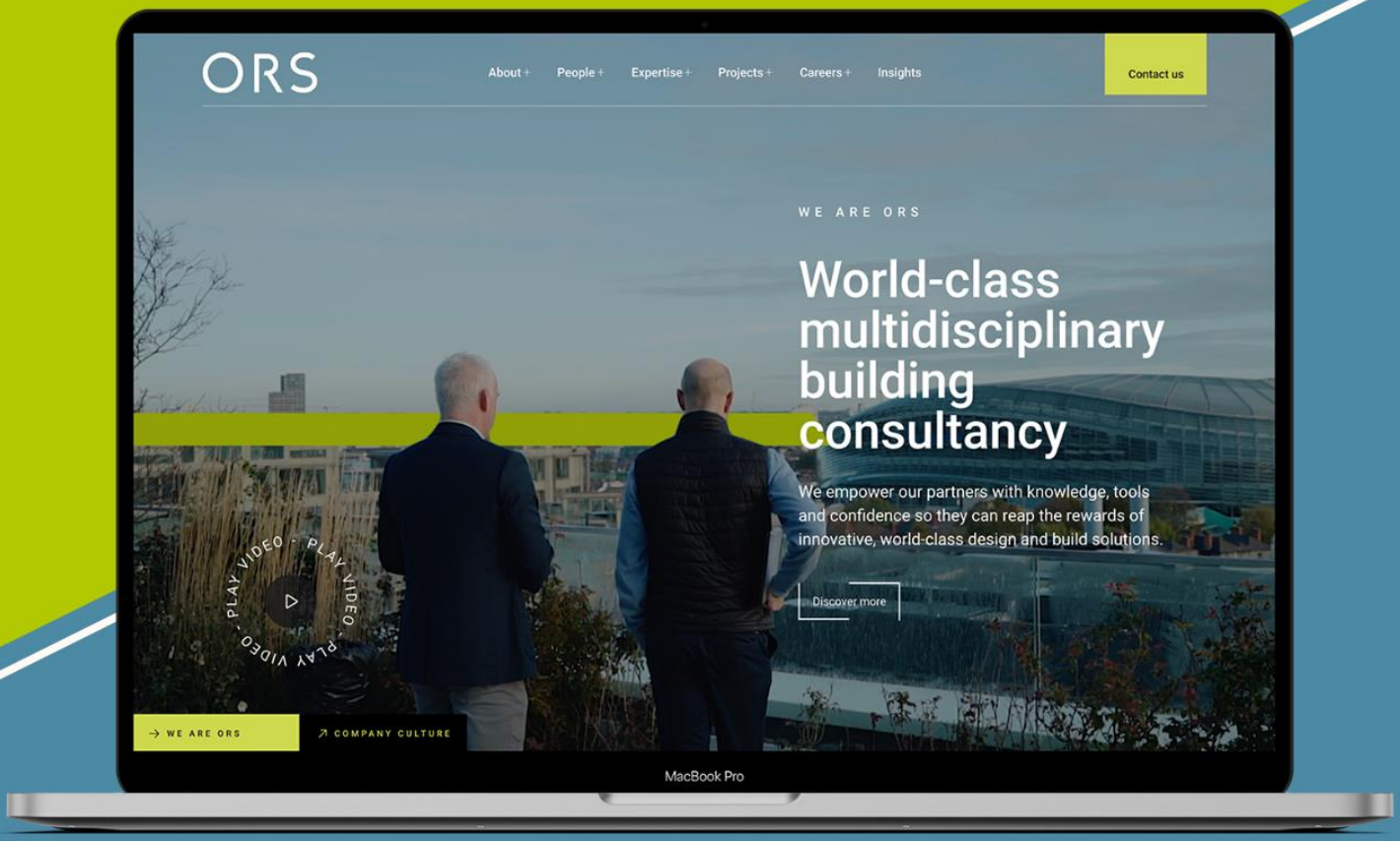

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