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2023

EIA Screening Report

Environmental Impact Assessment Screening Report
Active Travel Scheme – Dublin Road (R446) & Tullamore Road (R389)
Kilbeggan, Co. Westmeath

Document Control Sheet

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1 Introduction

1.1 Background

This Environmental Impact Assessment (EIA) preliminary examination exercise has been prepared in support of an application for planning permission for the construction of shared pedestrian and cycle facilities along the R446 (Dublin Road) and R389 (Tullamore Road) in Kilbeggan, Co. Westmeath, under Part XI of the Planning and Development Act 2000 (as amended) and Part 8 of the Planning and Development Regulations 2001-2023. The purpose of this exercise is to determine if an Environmental Impact Assessment Report is required for the consideration of the proposed development.

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 project description for the proposed development is as follows:

‘Mercy Secondary School is currently constructing a new school in Kilbeggan on the R446 (Dublin Road). As part of the project, they are making provision for walking and cycling infrastructure, including the construction of a 4m shared pedestrian/cycle facility along the R446, taking in the frontage of the school site and back along the R446 towards town, to the existing speed limit gateway. Under an Active Travel Scheme, Westmeath County Council are proposing to extend the pedestrian/cycle facilities back along the R446 to the junction with the R389 Tullamore Road (approximate length of 520m). Proposals will include for a new R446/R389 junction layout to provide for pedestrian and cyclist friendly measures which may include the signalisation of the junction.’

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:

- The type of projects subject to assessment
- The main obligations of developers
- The content of the assessment
- 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.

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:

- **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.

- **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 length

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 to be provided by the applicant 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

- a. magnitude and spatial extent of the impact (for example, geographical area and size of the population likely to be affected),
- b. nature of the impact,
- c. transboundary nature of the impact,
- d. intensity and complexity of the impact,
- e. probability of the impact,
- f. expected onset, duration, frequency and reversibility of the impact,
- 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
- h. 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 to be provided by the applicant 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)

- a. description of the physical characteristics of the whole proposed development and, where relevant, of demolition works.
- b. description of the location of the proposed development, with particular 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:

- a. expected residues and emissions and the production of waste, where relevant.

- b. 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 Site Description

The works are located on a stretch of the R446 (Dublin Road) and on the R389 (Tullamore Road) on the eastern outskirts of Kilbeggan town, The proposed works will also include a junction reconfiguration which includes the alteration of the existing roundabout into a priority T-junction with the addition of controlled zebra crossing on each arm. The works extend to a length of ca. 520m. The works will take place on the northern end of the R389 (Tullamore Road) and will also extend eastwards on the R446 (Dublin Road) until they meet the adjoining Active Travel Scheme that is being undertaken for the new Mercy Secondary School site located on the Dublin Road. All works will take place along the existing road corridor and no additional lands either side of the existing road will be required. The existing road width is being reduced to allow for the construction of a larger footpath / cycle path.

The Westmeath County Development Plan 2021-2027 categorises Kilbeggan town as a ‘Self-sustaining growth town’ with a moderate level of jobs and services with a capacity for continued commensurate growth to become more self-sustaining. The site abuts a mixture of land uses with residential, commercial and education uses at the western end of the site and agricultural, school playing fields and one-off dwellings at its eastern end. The River Brosna is located ca. 360m North West of the site. The southern boundary of the site is bordered by two schools, Scoil an Chlochair Kilbeggan and Mercy Secondary School Kilbeggan, beyond which lies open ground consisting mainly of recreational and agricultural lands. To the west of the site is Kilbeggan town which predominately contains units for commercial use. KMK Recycling Ltd, (IPC Licence no. **P0229-02**) is located ca. 934m west of the site.

The site layout is detailed in drawing **K1-01** and is attached in **Appendix A**.

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

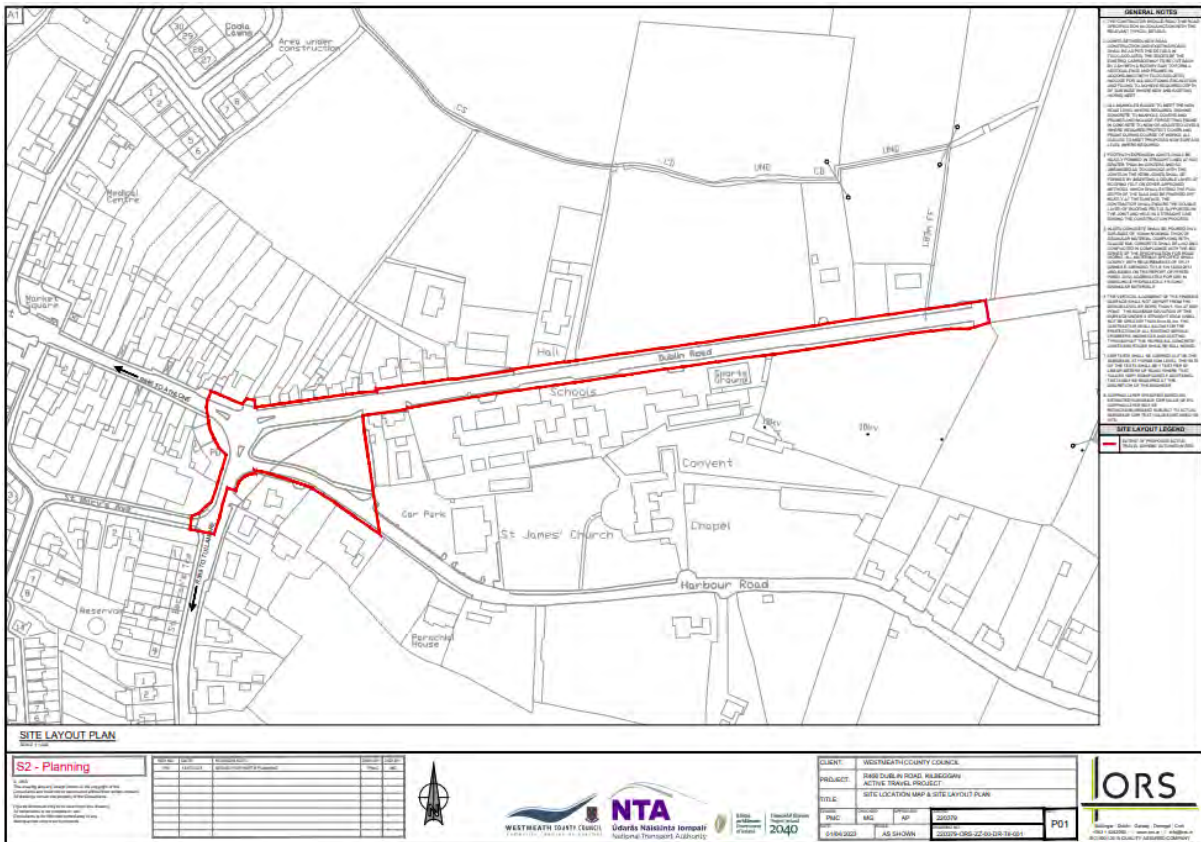


Figure 3.1: Site Outline of the proposed development, located on the R446 (Dublin Rd) and R389 (Tullamore Road), Kilbeggan, Co. Westmeath,

3.2 Planning Description

‘Mercy Secondary School is currently constructing a new school in Kilbeggan on the R446 (Dublin Road). As part of the project, they are making provision for walking and cycling infrastructure, including the construction of a 4m shared pedestrian/cycle facility along the R446, taking in the frontage of the school site and back along the R446 towards town, to the existing speed limit gateway. Under an Active Travel Scheme, Westmeath County Council are proposing to extend the pedestrian/cycle facilities back along the R446 to the junction with the R389 Tullamore Road (approximate length of 520m). Proposals will include for a new R446/R389 junction layout to provide for pedestrian and cyclist friendly measures which may include the signalisation of the junction. Proposal will extend down the R389 Tullamore Road and include the junction tightening and pedestrian/cyclist crossings of St Mary’s Avenue and Harbour Road.’

The works will generally consist of the following:

- **Excavation of bituminous road surface, concrete footpath, soils and subsoils**
- **Disposal of surplus Construction and Demolition waste and soil off site to an**

authorised waste facility

- *Drainage works*
- *Importation, placement and compaction of hardcore (crushed stone)*
- *Installation of macadam surfacing and concrete/macadam footpaths*
- *Ducting for and provision of public lighting*
- *Localised landscaping works*
- *Noise and general construction disturbance during daytime hours*
- *Works duration expected to be approximately 6 months.*

3.3 Environmental Setting

3.3.1 Population

The site is located within the Kilbeggan electoral division. This division is a settled urban area 1.283km² in size, with a total population of 1,288 people in 2016 and a population density of 1,004 per km².

3.3.2 Hydrology and Topography

The application site is located within the Lower Shannon Hydrometric Area (25) and Catchment (25A), and the Brosna Sub-Catchment (020) and Sub-Basin (060). The principle hydrological feature within the vicinity of the site is the River Brosna, located approximately 360m North West of the new active travel scheme corridor. The River Brosna is a tributary of the River Shannon, and its confluence with the River Shannon is near Shannon Harbour, over 53km downstream of Kilbeggan. The River Tonaphort is located ca. 1.97km south of the site.

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 River Brosna has a 'Good' WFD status and is 'Not At Risk' of achieving good status in accordance with the Water Framework Directive. This indicates the rivers ecological status and chemical status are at least good. The River Tonaphort has a 'Moderate' WFD status and is deemed to be 'under review' of achieving a status in accordance with the WFD.

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. Both the River Brosna and the River Tonaphort were not included in the register, therefore no adverse impacts from the site are envisioned for salmonid habitats.

The ground level is slightly higher towards the west end of the R446 (Dublin road) at 73maOD (Malin), it slopes eastwards to an average level of 72maOD (Malin) on the east end of the works proposed on the R446 (Dublin road). The proposed junction at the R389 (Tullamore road) measures 73maOD (malin) and slopes to the south.

3.3.3 Soils, Geology and Hydrogeology

Teagasc soil mapping indicates that surface and subsoils in the site vicinity consist of made ground, The Geological Survey of Ireland (GSI) bedrock database indicates that soils at the site

are underlain at depth by the Allenwood Formation, which consists of pale-grey generally massive shelf limestones and their dolomitised equivalents.

According to GSI groundwater maps, the site overlies a regionally important aquifer, and it has a high groundwater vulnerability index. The hydrogeological setting at the site is described as made ground with high permeability subsoil. No groundwater source protection zones or protected hydrological features such as holy wells or springs are located within the vicinity of the new travel scheme corridor.

There are no geological heritage features located within, or in the immediate environs of the subject development works, the closest being 'Kilbeggan Esker' ca. 0.79km to the Southeast of the works (Ref. no. WH011).

3.3.4 Designated Areas

There are 0 no. designated areas (SPAs, SACs or NHAs) detected within the vicinity of the travel scheme corridor according to the National Parks and Wildlife Services site maps. The nearest designated areas to the travel scheme corridor include:

- *Split Hills and Long Hills Esker SAC* (Site Code: 001831) located ca. 2.6km N of the works.
- *Clara Bog SAC* (Site Code: 000572) located ca. 7.3km SW of the works,
- *Lough Ennell SAC* (Site Code: 000685) located ca. 8km NE of the works,
- *Lough Ennell SPA* (Site Code: 0004044) located ca. 8.8km NE of the works,
- *Raheenmore Bog SAC* (Site Code: 000582) located ca. 9.1km E of the works
- *Charleville Wood SAC* (Site Code: 000571) located ca. 10.2km S of the works.
- *River Shannon Callows (Site Code: 000216)* located ca. 53km S of the works.
- *Middle Shannon Callows (Site Code: 004096)* located ca. 53km S of the works.

3.3.5 Flood Risk

OPW Flood maps indicate a 0.1%, 1% and 10% AEP flood extents are not predicted to occur within the vicinity of the new travel scheme facility. OPW Flood maps indicate no risk of coastal or groundwater flooding within the boundary of the works or within a 10km radius of the travel scheme corridor. OPW maps indicate a 0.1%, 1% and 10% AEP on the surrounding lands of the River Brosna located ca. 360m North West from the works. 1 no. past flood event (recurring) has been noted ca. 590m West of the works.

3.3.6 Cultural Heritage

There are 3 no. architectural heritage features located within, or in the immediate environs of the subject development works. The three architectural heritage features are classified as Regionally important houses (Reg. no. 15321056, 15321055, 15321054) and are located on the northern boundary of the new travel scheme corridor. A regionally important hotel (Reg no. 15321051) is located on the western boundary of the existing roundabout. The proposed junction located to the west of the proposed works and a portion of the R446 and R389 are located within an Architectural Conservation Area.

There are 0 no. archaeological heritage feature located within, or in the immediate environs of the subject development works. The closest feature being Kilbeggan town classified as a 'Historic Town' (Ref no. WM038-017) located ca. 177m W of the works.

The proposed travel scheme corridor is located within a 'Zone of Archaeological Potential' as per the Westmeath County development Plan (2021-2027)

3.3.7 Landscape

The landscape surrounding the proposed site abuts a mixture of land uses with residential, commercial and education uses at the western end of the site and agricultural, school playing fields and one-off dwellings at its eastern end. Mercy Secondary School is located on the southern border of the site. The existing R446 road itself is occupied by 2 opposing lanes of undivided traffic. In the rural lands surrounding Kilbeggan, agriculture is the dominant land use. The proposed development is not envisaged to significantly alter the character of the landscape.

3.3.8 Biodiversity, Flora and Fauna

The AA screening report which accompanies this application identified 6 no. designated European sites within 15km of the application site. The closest of these is the Split Hills and Long Hills Esker SAC and this is 2.6km north of the site. All sites were eliminated during stage 1 of the screening process on the basis of there being no hydrological connectivity between the proposed travel scheme corridor and the designated areas.

The works will be confined to a stretch of the R446 (Dublin Road) on the eastern outskirts of Kilbeggan town, from the roundabout at the Dublin Road / Tullamore Junction for a length of approximately 520m. The works will extend east until they meet the adjoining Active Travel Scheme that is being undertaken for the new Mercy Secondary School site located on the Dublin Road. All works will take place along the existing road corridor and no additional lands either side of the existing road will be required. The existing road width is being reduced here to allow for the construction of a larger footpath / cycle path.

The dominant habitats associated with this site include buildings and artificial surfaces and amenity grasslands and gardens. In the rural lands surrounding Kilbeggan, agriculture is the dominant land use and improved agricultural grassland is the dominant habitat.

3.4 Environmental Management Measures

The construction and operational phases of the proposed development will consist of similar nuisance-generating activities in terms of plant and vehicle movements; hence the following mitigation measures shall apply to both the construction phase and the operational phase.

3.4.1 Noise

A preliminary risk assessment was carried out for the proposed site location 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 took into account factors relating to the proximity of the site to sensitive receptors

and rated the level of nuisance anticipated with scheduled work practices.

Following the completion of this risk assessment, the proposed development was determined to be a **low-risk** site based on the moderately settled site in a mixture of land uses with residential, commercial and education uses at the western end of the site and agricultural, school playing fields and one-off dwellings at its eastern end. This section outlines suitable measures to minimise nuisance noise and dust emissions in order to minimise any impact of the proposed 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:

- All site staff shall be briefed on noise mitigation measures and the application of best practicable means to be employed to control noise.
- All staff should be briefed on the complaint’s procedure, the mitigation requirement, and their responsibilities to register and escalate complaints received.
- Good quality site hoarding to be erected to maximise the reduction in noise levels.
- Contact details of the contractor and site manager shall be displayed to the public, together with the permitted operating hours.
- Material and plant loading and unloading shall only take place during normal working hours.
- Ensure that each item of plant and equipment complies with the noise limits quoted in the relevant European Commission Directive 2000/14/EC.
- Fit all plant and equipment with appropriate mufflers or silencers.
- Use all plant and equipment only for the tasks for which it has been designed.
- Locate movable plant away from noise sensitive receptors.
- Ensure at least 4 days’ notice is given to Westmeath 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.

3.4.2 Dust and Air Quality

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

Control Measures are outlined as follows:

- 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.

- Material stockpiles will be strategically placed to reduce wind exposure. Materials will be ordered on an “as needed” basis to reduce excessive storage.
- Appropriate dust suppression will be employed to prevent fugitive emissions affecting those occupying neighbouring properties or pathways.
- Restrict vehicle speeds to 15 kmph on-site as high vehicle speeds cause dust to rise.
- Covers are to be provided over soil stockpiles when high wind and dry weather are encountered if required.
- 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.
- Street and footpath cleaning shall be undertaken during the demolition and ground works phase to minimise dust emissions.
- No materials shall be burned on-site.

3.4.3 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:

- 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.
- Runoff from machine service and concrete mixing areas must not enter storm water drains and gullies leading away from the works.
- 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.

3.4.4 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:

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

and the relevant authorities.

3.4.5 Project Environmental Consultant

The main contractor will nominate a suitably qualified person/organisation as the Project Environmental Consultant, prior to construction works taking place. The primary responsibilities of the Project Environmental Consultant are as follows:

- Quality assurance of the Project CMP/EOP.
- Update of the Project CMP/EOP as required paying particular attention to site-specific environmental hazards or changes in legislation.
- Ensuring compliance of Project CMP/EOP with the conditions of the Planning Permission.
- Provide expertise to the Construction Project Manager/Site Manager on environmental concerns.
- Conduct the various specialist environmental monitoring tasks outlined in section 3.5.
- Prompt response to environmental issues if they arise.

3.4.6 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:

- Performing or coordinating site inductions.
- Monitoring the performance of subcontractors.
- Monitoring the performance of the traffic management plan.
- Managing and supervising less experienced site engineers and operatives.
- Ensuring that work activities have been carried out in accordance with the plans, specifications and industry standards.
- Ensuring that tests and inspections are performed.
- Liaising with construction management to remove any hazards associated with work activities.
- Ensuring that delivered materials meet specifications and established quality standards.
- Initiating and maintaining records, back-charge procedures, progress reports etc.

3.5 Awareness and Training

3.5.1 Environmental Induction

The key environmental topics outlined in **section 3.5** 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:

- 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.

- Incident and complaints procedure.
- Outline of the EOP structure.
- Site specific environmental concerns.
- Best work practices

3.5.2 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.

3.6 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:

- The Project Environmental Consultant is notified immediately.
- The Project 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
- Recommendations made to avoid reoccurrence.
- If the incident has impacted on an ecologically sensitive receptor (SPA, SAC, NHA) an ecological specialist will be consulted.
- The Project 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 3.2**. In terms of the different categories of development listed in **Schedule 5** of the of the *Planning and Development Regulations 2001 – 2018*, there is only a single aspect of the project which could bear relevance to the thresholds outlined in **Part 1** and **2** of Regulations:

- Construction of a 4m shared pedestrian and cycle facilities extending to a length of ca. 520m. The works will take place to the northern end of the R389 (Tullamore road) and eastwards on the R446 (Dublin road).

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 or upgrade to an existing road. 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.

In relation to the threshold set in Category 10. (dd), the proposed 4m shared pedestrian/cycle facility is an upgrade of the existing R446 public road and not the construction of a new private road, it will be an approximate length of 520 metres. 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 ‘*developments 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 travel scheme corridor is 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 to the northern end of the R389 (Tullamore Road) and eastwards on the R446 (Dublin road). The site abuts a mixture of land uses with residential, commercial and education uses at the western end of the site and agricultural, school playing fields and one-off dwellings at its eastern end. 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 2001-2018* 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	<p>The proposed shared pedestrian/cycling facility covers an approximate length of 520m and overall width of 4m. The proposed travel scheme corridor is located on the R446 (Dublin Road) in Kilbeggan, taking in the frontage of the school site. Works will also take place on the northern portion of the R389 (Tullamore road). Works will include a junction reconfiguration which includes the alteration of the existing roundabout into a priority T-junction with the addition of controlled zebra crossing on each arm. A description of the project and of the construction methodology is provided in section 3 of this report.</p> <p>The location is within a moderately settled 'Self-sustaining growth town' area according to the Westmeath County Development Plan 2021-2027, with a moderate population density of 1,400 per km².</p>

<p>(b) cumulation with other existing and/or approved projects</p>	<p>The size and design of the project is not likely to cause significant negative effects on the environment.</p>
<p>(c) nature of any associated demolition works</p>	<p>A review of existing and previous planning applications under consideration by Westmeath County Council indicates that developments locally are mainly of a minor nature, consisting primarily of applications for extensions, refurbishments, change of use or retention works to commercial, residential and educational units located along the R446 road and in Kilbeggan town. Most pertinent to the proposed works include: The construction of a new 'Mercy Secondary School.' (Planning Ref. no: 186387). The proposed Active Travel Scheme works will extend east until they meet the adjoining Active Travel Scheme that is being undertaken for the new Mercy Secondary School site.</p> <p>The construction of A Primary Care centre facility (Planning Ref. no. 21624) with floor area of circa 1740.6 sq mtrs on a site of 1.15 hectares. The development comprises of a two-storey building with a general practice surgery combined with a community primary care facility, pharmacy and reception area with associated site works including the provision of 68 car parking spaces, access road and waste bin enclosure.</p> <p>There are no IPC or IE licenced sites existing in the immediate vicinity of the proposed works, The closest being IPC licenced site Dawn Meats Ltd. (P0229-02) located ca. 934m West of the works.</p> <p>It is considered that cumulative impacts with other existing and/or approved projects are not likely to cause significant negative effects on the environment</p>
<p>(d) use of natural resources, in particular land, soil, water and biodiversity</p>	<p>There are no associated demolition works associated with this project.</p> <p>The project does not include the extensive use of natural resources.</p> <p>No negative impacts arising from the use of land or soil. are anticipated</p>
<p>(e) production of waste</p>	<p>It is not anticipated that significant quantities of waste will be generated as a result of road use activities.</p>
<p>(f) pollution and nuisances</p>	<p>Potential noise, light, air quality and water pollution impacts are anticipated.</p>

<p>(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</p>	<p>The release of suspended solids into the watercourse is unlikely to occur during periods of rainfall, the works are located a distance of ca. 360m from the closest watercourse, the River Brosna.</p> <p>The inadvertent deposition of hazardous material is unlikely to lead to the pollution of soil, water courses and groundwater bodies.</p> <p>Dust, Noise and Vibration will be generated from HGV traffic entering and exiting the site and by 360° excavators and dozers during soil extraction.</p> <p>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.</p>
<p>(h) risks to human health (e.g. due to water contamination or air pollution)</p>	<p>Standard construction practices will be employed throughout the construction phase and a Construction Environmental Management Plan shall be adhered to.</p> <p>A review of PFRA and CFRAM maps for the area confirms that the travel scheme facility is outside lands at risk from fluvial pluvial or coastal flooding.</p> <p>OPW maps indicate a 0.1%, 1% and 10% AEP on the surrounding lands of the River Brosna located ca. 325m NE from the closest point of the works. It is not anticipated that this will affect the location of the proposed works.</p> <p>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.</p>

5.2 Location of the proposed development

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

Section 7 Criteria	Information
(a) existing and approved land use	<p>The existing use of the regional road (R446) consists of a road of two opposing lanes of undivided traffic that leads back along the R446 towards Kilbeggan town, to the existing speed limit gateway. The frontage of the road consists of residential, commercial, and educational buildings.</p>
(b) relative abundance, availability, quality and regenerative capacity of natural resources (including soil, land, water and biodiversity) in the area and its underground	<p>The Brosna_060 river is located ca. 360m north West of the site boundary. The River Brosna currently has a 'Good WFD status' according to EPA maps and is deemed as being 'Not At Risk' of achieving good status in accordance with the Water Framework Directive. The Tonaphort_010 river is located ca. 1.97km south of the site it currently has a 'Moderate WFD status' according to EPA maps and is noted as being 'Under review' of status in accordance with the Water Framework Directive. Construction activities are not deemed to pose a risk to these nearest river water receptors.</p> <p>The site overlies a regionally important aquifer with a GW vulnerability classed as 'High'.</p> <p>There are no wells located within the site boundary or in the immediate environs of the site. The closest being a borehole well located ca. 2.47km Southeast of the site, according to GSI maps. The use of this well is for agricultural and domestic purposes. Construction activities are not deemed to pose a risk to this nearest well receptor.</p> <p>General housekeeping and measures to prevent nuisances at the site will be outlined in the Construction Environmental Management Plan (CEMP) and the Environmental Operation Plan (EOP).</p> <p>Following the implementation of the above measures, impacts to soil, land and biodiversity are not anticipated as a result of the proposed development.</p>
(c) the absorption capacity of the natural environment, paying particular attention to the following areas:	
i. wetlands, riparian areas, river mouths	<p>The proposed development is not located close to wetlands, coastal zones, mountains and forest areas, nature reserves or parks.</p>
ii. coastal zones and the marine environment	<p>The proposed development site is not hydrologically connected to the marine environment.</p>
iii. mountain and forest areas	<p>The proposed development site is not within or directly.</p>

<p>iv. nature reserves and parks</p>	<p>connected to any mountain or forest areas.</p> <p>The proposed development is not within or directly connected to any nature reserves or parks.</p>
<p>v. areas classified or protected. under legislation, including. Natura 2000 areas designated pursuant to the Habitats Directive and the Birds Directive</p>	<p>The AA screening report which accompanies this application identified 6 no. designated sites within 15 km of the proposed development and 2 no. designated sites located greater than 15km. All sites were eliminated during stage 1 of the screening process on the basis of there being no hydrological connectivity between the proposed development and the designated area.</p> <p>This report concluded the nature and scale of the proposed activities at this site posed no significant impacts upon the Natura 2000 site identified.</p>
<p>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</p>	<p>The site is not located within such an area.</p>
<p>vii. densely populated areas</p>	<p>The site is located in an area of a mixed land uses with residential, commercial and education uses at the western end of the site and agricultural, school playing fields and one-off dwellings at its eastern end. area with a population density of 1,400 per km². The proposed shared pedestrian and cycling facility can be considered minor in nature, hence significant impacts in the local population are unlikely.</p>
<p>viii. landscapes and sites of historical, cultural or archaeological significance</p>	<p>There are 0 no. archaeological heritage feature located within, or in the immediate environs of the subject development works. The closest feature being Kilbeggan town classified as a 'Historic Town' (Ref no. WM038-017) located ca. 177m West of the works. The site is located within a 'Zone of Archaeological Potential.'</p> <p>There are 4 no. architectural heritage features located within, or in the immediate environs of the subject development works. There are three architectural heritage features are classified as Regionally important houses (Reg. no. 15321056, 15321055, 15321054), these are located on the northern boundary of the new travel scheme corridor. A regionally important hotel (Reg no. 15321051) is located on the western boundary of the works. A portion of the R389 and R446 and the proposed junction are located within an Architectural Conservation Area.</p>

	<p>There are no geological heritage features located within, or in the immediate environs of the subject development site, the closest being a 'Kilbeggan Esker' ca. 0.79km to the Southeast of the works (Ref. no. WH011).</p> <p>Impacts to visual (geological), historical, cultural or archaeological features are not anticipated as a result of the proposed development.</p>
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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
<p>(a) the magnitude and spatial extent of the impact (for example, geographical area and size of the population likely to be affected),</p> <p>(b) nature of the impact</p>	<p>The site is located in a moderately populated area 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.</p>
<p>i. Human Beings, Population and Human Health</p>	<p>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.</p>
<p>ii. Water, Biodiversity, Flora and Fauna</p>	<p>The release of suspended solids into a watercourse are unlikely to occur during periods of rainfall due to the distance of the nearest water receptor.</p> <p>The inadvertent deposition of hazardous material may lead to pollution of water courses and groundwater bodies.</p> <p>The site and immediate environs are not prone to flooding, The existing road already in place does not exacerbate the risk of flooding elsewhere in the catchment, and it is not anticipated the upgrade of the road to incorporate a shared pedestrian/ cycling facility on the R446 will exacerbate the risk of flooding.</p> <p>Screening for Appropriate Assessment (AA) has been carried out for the proposed development in order to address the potential impact on Natura 2000 sites including Special Areas of Conservation (SAC) and Special Protection Areas (SPA). This assessment addresses the potential impact the project may have on the Qualifying interest (habitats and species) and Special Conservation Interests (Birds) of the designated sites and the</p>

	<p>conservation objectives for same. The AA Screening Report recommended that AA is not required in respect of the Project. There are no impacts and effects to Natura 2000 sites predicted to occur as a result of the proposed development.</p> <p>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.</p>
iii. Land and Soil	<p>The inadvertent deposition of hazardous material may lead to pollution of soil both on-site and at neighbouring sites.</p> <p>This risk is mitigated by a rigorous waste acceptance procedure, highly trained members of staff and good housekeeping practices.</p>
iv. Air & Climate	None identified or likely.
v. Material Assets, landscape and cultural heritage including architectural aspects	<p>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.</p> <p>The development will not give rise to a revaluation of or change in the development potential of adjoining lands / properties.</p> <p>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.</p> <p>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.</p>
vi. The interrelationship between the environmental topics	<p>Interaction between soil, ground and surface water receptors and by extension, sensitive aquatic and terrestrial habitats were considered.</p> <p>Mitigation measures implemented are expected to reduce the residual impacts associated with such to slight/negligible.</p>
(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.
ii. Water, Biodiversity, Flora & Fauna	Impacts during operation stage anticipated to be slight and permanent in nature and will have a low intensity type impact.
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.

<p>vi. interrelationship between the environmental topics</p>	<p>Interaction between soil, ground and surface water receptors and by extension, sensitive aquatic and terrestrial habitats are anticipated to be long-term but unlikely.</p>
<p>(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</p>	<p>It is considered that cumulative impacts with other existing and/or approved projects are not likely to cause significant effects on the environment.</p>
<p>(h) possibility of effectively reducing the impact</p>	<p>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:</p> <ul style="list-style-type: none"> • Any excavations and/or vegetation removal will be minimised during construction and/or maintenance works. • Excavated material will not be stored immediately adjacent to watercourses. • Disturbance to natural drainage features should be avoided during the construction and/or maintenance. • 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. • 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. • 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. • 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.

- Where extensive areas of ground are to be exposed during route construction or maintenance dust suppression should be undertaken during periods of dry weather.
- All chemical substances required during construction and/or maintenance works will be stored in sealed containers.
- Any refuelling or lubrication of machinery will not be undertaken within 50m of a watercourse.
- Spill kits will be required on site during construction and/or maintenance works.
- 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.
- 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 proposed shared pedestrian and cycling facilities does 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, detailed as follows:

- the scale and nature of the proposed travel scheme corridor; Works will extend the pedestrian/cycle facilities back along the R446 to the junction with the R389 Tullamore Road (approximate length of 520m) and include a new R446/R389 junction layout to provide for pedestrian and cyclist friendly measures which may include the signalisation of the junction.
- The proposed development is 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 Draft Westmeath 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.
- A portion of the R389 and R446 and the proposed junction are 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 development, however, should adhere to Policy Objectives CPO 14.39 to CPO 14.43 outlined in the *SEA Environmental Report for the Draft Westmeath County Development Plan 2021-2027*.
- 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.

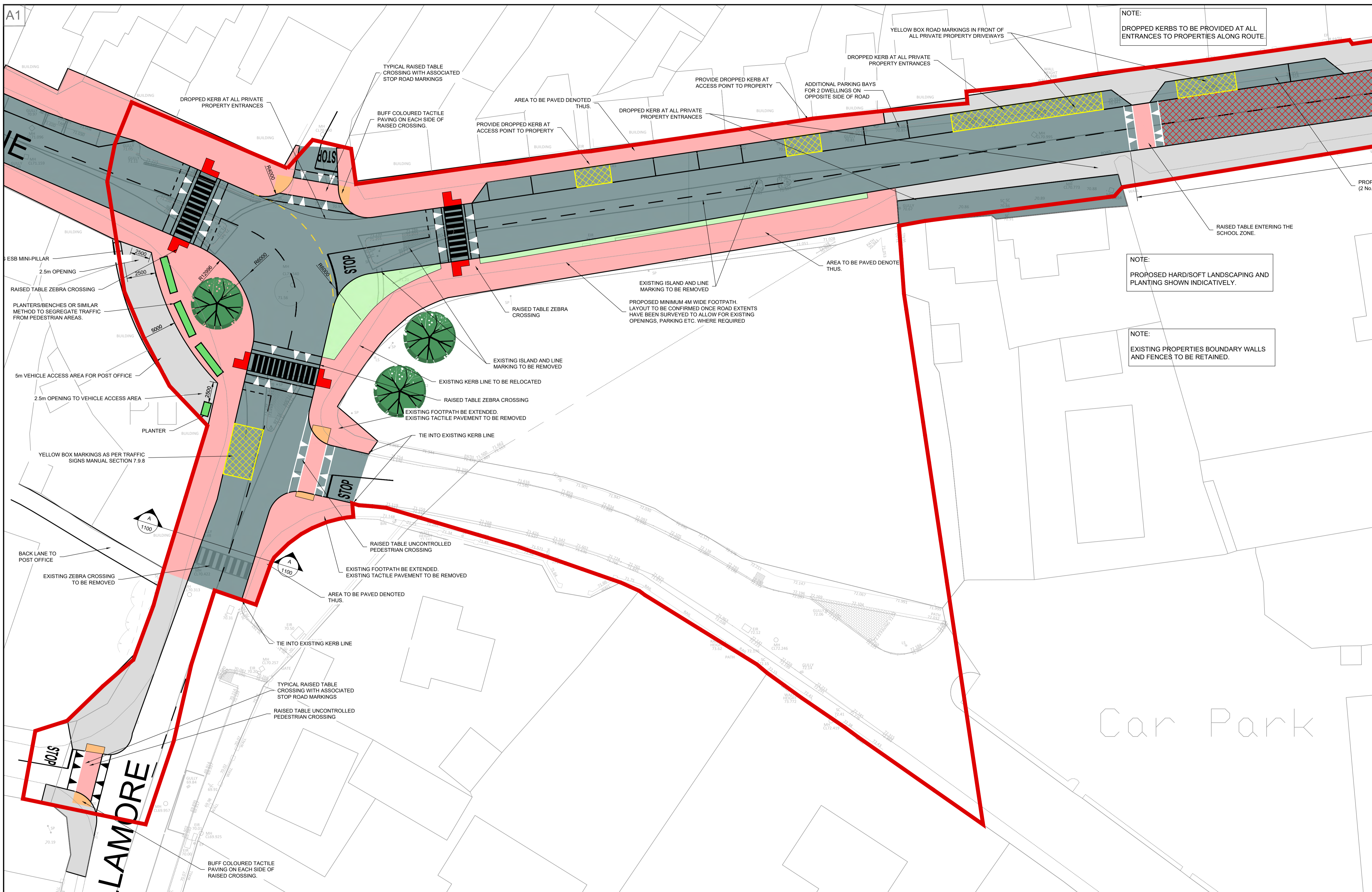
The information provided in this EIA Screening Report can be used by the competent authority, Westmeath City Council, to assess whether an EIA is required for the proposed development relating to the proposed development as no significant effects are anticipated.

ORS

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.

ORS

Appendix A - Site Layout



NOTE:
DROPPED KERBS TO BE PROVIDED AT ALL ENTRANCES TO PROPERTIES ALONG ROUTE.

NOTE:
PROPOSED HARD/SOFT LANDSCAPING AND PLANTING SHOWN INDICATIVELY.

NOTE:
EXISTING PROPERTIES BOUNDARY WALLS AND FENCES TO BE RETAINED.

- GENERAL NOTES**
1. THE CONTRACTOR SHOULD READ THIS ROAD SPECIFICATION IN CONJUNCTION WITH THE RELEVANT TYPICAL DETAILS.
 2. JOINTS BETWEEN NEW ROAD CONSTRUCTION AND EXISTING ROADS SHALL BE AS PER THE DETAILS IN TI-CC-SCD-00703. THE EDGES OF THE EXISTING CARRIAGEWAY TO BE CUT BACK BY 0.5m WITH A ROTARY SAW TO FORM A VERTICAL FACE AND FRAMED IN ACCORDANCE WITH TI-CC-SCD-00703 INCLUDE FOR ALL ADDITIONAL EXCAVATION AND FILLING TO ACHIEVE REQUIRED DEPTH OF SUB BASE WHERE NEW AND EXISTING WORKS MEET.
 3. ALL MANHOLES RAISED TO MEET THE NEW ROAD LEVEL WHERE REQUIRED. DISHING CONCRETE TO MANHOLE COVERS AND FRAMES AND INCLUDE FOR SETTING FRAME IN CONCRETE TO NEW OR ADJUSTED LEVELS WHERE REQUIRED PROTECT COVER AND FRAME DURING COURSE OF WORKS. ALL GULLIES TO MEET PROPOSED NEW SURFACE LEVEL WHERE REQUIRED.
 4. FOOTPATH EXPANSION JOINTS SHALL BE NEATLY FORMED IN STRAIGHT LINES AT NOT GREATER THAN 3m CENTERS AND SO ARRANGED AS TO COINCIDE WITH THE JOINTS IN THE KERB. JOINTS SHALL BE FORMED BY INSERTING A DOUBLE LAYER OF ROOFING FELT OR OTHER APPROVED METHODS, WHICH SHALL EXTEND THE FULL DEPTH OF THE SLAB AND BE FINISHED OFF NEATLY AT THE SURFACE. THE CONTRACTOR SHALL ENSURE THE DOUBLE LAYER OF ROOFING FELT IS SUPPORTED IN THE JOINT AND HELD IN A STRAIGHT LINE DURING THE CONSTRUCTION PROCESS.
 5. IN-SITU CONCRETE SHALL BE POURED ON A SUB-BASE OF 150mm NOMINAL THICK OF GRANULAR MATERIAL COMPLYING WITH CLAUSE 808. CONCRETE SHALL BE LAID AND COMPACTED IN COMPLIANCE WITH THE 800 SERIES OF THE SPECIFICATION FOR ROAD WORKS. ALL MATERIALS SPECIFIED SHALL COMPLY WITH REQUIREMENTS OF SR 21 (ANNEX E AMENDED TO I.S. EN 13242:2013 AND BASED ON THE REPORT OF PYRITE PANEL 2012) AGGREGATED FOR USE IN UNBOUND & HYDRAULICALLY BOUND GRANULAR MATERIALS.
 6. THE VERTICAL ALIGNMENT OF THE FINISHED SURFACE SHALL NOT DEPART FROM THE DESIGN LEVEL BY MORE THAN +10m AT ANY POINT. THE MAXIMUM DEVIATION OF THE SURFACE UNDER A STRAIGHT EDGE SHALL NOT BE GREATER THAN 5mm IN 3m. THE CONTRACTOR SHALL ALLOW FOR THE PROTECTION OF ALL EXISTING SERVICE CHAMBERS, MANHOLES AND DUCTING THROUGHOUT THE WORKS ALL CONCRETE JOINTS AND EDGES SHALL BE BULL NOSED.
 7. CBR TESTS SHALL BE CARRIED OUT ON THE SUBGRADE AT FORMATION LEVEL. THE RATE OF THE TESTS SHALL BE 1 TEST PER 50 LINEAR METERS OF ROAD. WHERE TEST VALUES VARY SIGNIFICANTLY ADDITIONAL TESTS MAY BE REQUIRED AT THE DISCRETION OF THE ENGINEER.
 8. CAPPING LAYER SPECIFIED BASED ON ESTIMATED SUBGRADE CBR VALUE OF 8%. CAPPING LAYER MAY BE REDUCED/INCREASED SUBJECT TO ACTUAL SUBGRADE CBR TEST VALUES OBTAINED ON SITE.

TRAFFIC LAYOUT LEGEND

	PROPOSED FOOTPATH
	PROPOSED ROAD AND CARPARK
	PROPOSED GREEN/LANDSCAPE AREA
	PROPOSED RAISED CROSSING
	PROPOSED PAVED FOOTPATH AND RAISED CROSSING
	TACTILE PAVING (CONTROLLED)
	TACTILE PAVING (UNCONTROLLED)
	PROPOSED SCHOOL ZONE



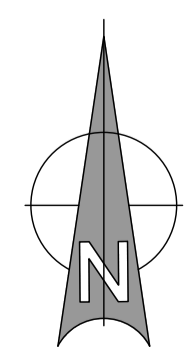
PROPOSED ROAD JUNCTION AT R389/R466/DUBLIN ROAD JUNCTION
SCALE 1:250

S2 - Planning

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Figured dimension only to be taken from this drawing. All dimensions to be checked on site. Consultants to be informed immediately of any discrepancies before work proceeds.

REV NO.	DATE	REVISION NOTE	DWN BY:	CKD BY:
P01	13/07/2023	ISSUED FOR PART 8 PLANNING	PMcC	MG



CLIENT:	WESTMEATH COUNTY COUNCIL		
PROJECT:	R466 DUBLIN ROAD, KILBEGGAN ACTIVE TRAVEL PROJECT		
TITLE:	SITE LAYOUT PLAN S1 R389/R466/DUBLIN ROAD JUNCTION		
DRAWN:	CHECKED:	APPROVED:	JOB NO:
PMC	MG	AP	220379
DATE:	SCALE:	DRAWING NO:	REV:
01/04/2023	1:250	220379-ORS-ZZ-00-DR-TII-002	P01

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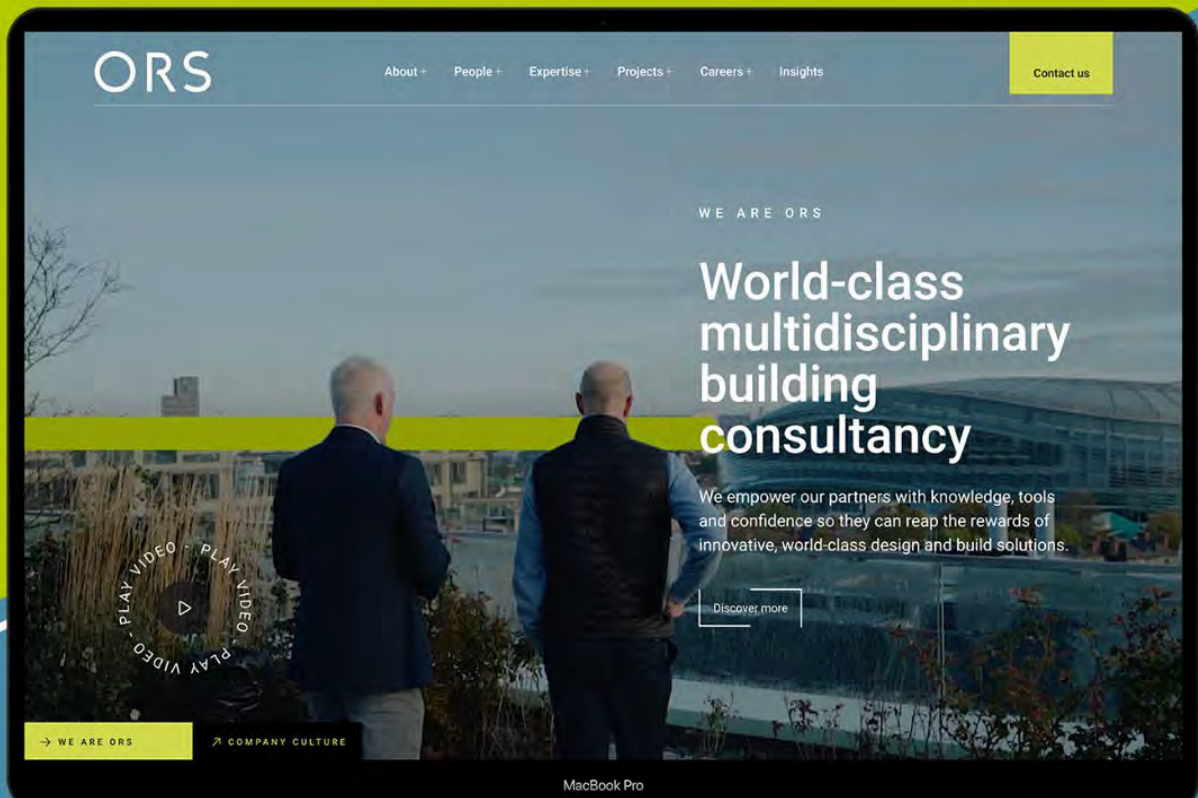
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