

## **CHAPTER 7: INFRASTRUCTURE**



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### 7.1 Transportation-Introduction

The context for this chapter is provided in Chapter Two of this development plan. The key to Trim's sustainable growth is the development of an integrated land use and transportation system and a development pattern that protects Trim's built heritage and ecologically sensitive lands and environments of high amenity. The integration of land use and transportation policies, both in the town centre and outer suburban areas underpins the transportation strategy as outlined below.

### 7.2 Aims

It is the aim of Trim Town Council and Meath County Council to create vibrant urban areas with good provision of public transport, reduced traffic congestion and an attractive urban centre, which is not dominated by the car. It is the main objective of the planning authorities to create an integrated and environmentally sound system, with particular emphasis on:

- Accessibility;
- Choice of transport for all;
- Strong integration between transportation planning and land use planning;
- General reduction in the need to travel, especially by car, by land use planning which promotes a sustainable mix of uses;
- Optimum use of existing infrastructure by traffic management, prioritised bus operations, and reduced travel times by sustainable modes and reduced congestion;
- Increasing the modal share of total travel with and around Trim by walking and cycling;
- Shift from car to more environmentally friendly modes of transport;
- Provision of future traffic and transportation needs in Trim;
- Protect the historic town centre from the impact of traffic congestion.

### 7.3 Roads and Transportation

Trim functions as a major transportation node in County Meath. Although not served by a national primary road, Trim is served by a number of good quality regional roads including the R154 Athboy - Dublin Road which links to the N3 national primary route, the R161 Navan – Kinnegad Road, the R160 Trim – Longwood Road, and the R158 Trim – Summerhill – Kilcock Road. Trim is heavily reliant on the local road network for public and private transport as well as the movement of commercial goods.



R154 Trim - Dublin Road

The growth in population and especially the increase in the number of vehicles on the roads is placing pressure on this critical road infrastructure. The pivotal location of Trim within the County means that improvements to the existing road network are of critical importance to the economic development of Trim and quality of life for the inhabitants of Trim. The timely development of the

road infrastructure is not just to provide the necessary capacity that will result as the town grows, but is as equally important to enable the appropriate enhancement of the public realm.

The proposed Road Network Hierarchy, most of which is illustrated on the Development Objectives Map, comprises of 4 integrated elements and can be described as follows

- DOOR , M3 and Regional Roads
- Local Distributor Roads
- Radial Roads
- Local Road Network

**The Dublin Outer Orbital Route** (also known as the Leinster Orbital Route)

The proposal to develop an outer orbital route is included as a key objective of the Regional Planning Guidelines for the Greater Dublin Area (2004-2016) and was also identified in previous strategies. Its importance is given more prominence within the context of the sustainable regional planning strategy and the importance attached to providing accessibility and connectivity between large growth towns in the Hinterland Area.

The RPGs identified a need for a Dublin Outer Orbital Route within the vicinity of urban areas such as Drogheda, Navan, Trim, Kilcock and Naas. Both Transport 21 and the National Development Plan committed the NRA to carrying out a feasibility study on the Orbital Route. In April 2007, the NRA completed an updated feasibility study which builds on an earlier 2001 study, looking in particular at the costs and benefits of such a route. As part of the study various possible route corridors were examined in detail. A corridor linking Drogheda to Navan to Naas was identified as the optimum route having regard to the policy objectives set out in the policy documents. The proposed motorway would begin south of Drogheda and continue on towards Navan, pass south around Trim before ending near Naas in Co Kildare.

The primary objective of the Dublin Outer Orbital Route is to provide an alternative bypass of Dublin for national road traffic not wishing to access the Metropolitan Area and to provide a transport link between development centres in the Hinterland Area of the Greater Dublin Area, in a way which supports their sustainable, physical and economic development. This important route would bring about major relief to other roads such as the M50 and bring major economic and environmental benefits. The combined effect of this strategic initiative will make it easier to market the potential of large towns such as Trim as a major economic investment location, and fulfil the aims of bringing jobs closer to the hinterland population, reducing unsustainable commuting growth, and delivering job and increased service access in peripheral areas.

The RPGs recommend that measures be undertaken in the short term to identify and preserve a corridor or corridors including alignments. The construction of an alignment should be prioritised in the medium term after the completion of the strategic public transport and road infrastructure projects included in Transport 21. The proposed Dublin Outer Orbital Road (also referred to as the Leinster Outer Orbital Route) is currently awaiting a Ministerial decision and the resolution of funding issues regarding this project. The Dublin Outer Orbital Road is separate from Transport 21.



Key centres along DOOR route

### **M3 Motorway**

The M3 Motorway is a key part of the Transport 21 plan to upgrade the overall roads network of the country. It will significantly improve road transport connections between the North West and the East of the country. The existing road (N3) is struggling to cope with the hugely increased volumes brought about by the unprecedented population growth in towns such as Dunshaughlin, Navan and Kells, as well as other areas of County Meath. When complete the M3 will enable motorists to by-pass those towns. While the M3 Motorway does not provide for a by-pass of Trim, it will however, indirectly cater for traffic travelling to and from Trim with the nearest accessible interchange located at Dunshaughlin. In this way, the M3 will offer Trim residents the opportunity to avail of a safer and faster transport option to Dublin and the Northwest. The M3 will, on opening, provide for approximately 22,000 vehicles daily.

### **Regional Roads**

As noted above, Trim is served by a number of good quality regional roads. Major upgrades of key sections of the regional road network serving Trim is also currently under construction, these includes improvements to the R161 (Navan to Trim) and the R158 (Trim-Summerhill-Kilcock). Both projects are due to be completed in early 2008.

### **Distributor Road and Local Roads**

Improvements have been made to the internal road network including road reconstruction and provision of new footpaths. However, the narrow nature of the central streets contributes to congestion, as an increasing number of vehicles use the town centre. Thus, the development of a distributor road (inner relief) road to relieve the town of traffic congestion and serve newer residential areas is vital. The construction of a local distributor road around the outskirts of Trim in part, as illustrated on Map no. will form a key part of the town's roads infrastructure.

The proposed local distributor road network will link many of the radial routes in Trim to each other without having to pass through the town centre. A bridge will be required across the Boyne for a section of the distributor road linking the Navan Road to the Dublin Road. It will be a requirement that the scale, form, design and location of any new development including the bridge over the Boyne affords adequate protection to the Special Area of Conservation and the protected views at this location.

A reservation corridor was included on the previous Trim Development Plan (2002-2008) for a local distributor road ('to provide for a southern by-pass corridor'). As illustrated on the objectives map, it is proposed to include this road corridor as an objective of the Trim Development Plan.

The local/internal road network which serves Trim is generally of good quality. However, it is necessary that the local roads objectives which were proposed under the previous development plan to link the existing town centre to the town centre expansion area (which have not been completed) be included in this Development Plan.

### **New Road Schemes**

For the above road hierarchy to be implemented several new road schemes are required, as listed below:

- Reservation and construction of the DOOR providing for a by-pass of Trim (long term objective):
- Completion of the R161 (Navan to Trim) upgrade:
- Completion of the R158 (Trim-Summerhill-Kilcock) upgrade:
- Construction of a local distributor link between the Summerhill Road and the Dublin Road:
- Construction of a local distributor link between the Kinnegad Road and the Longwood Road:

- Completion of the local distributor link between the Longwood Road and the Summerhill Road.
- Construction of a local distributor link west of town centre expansion area south of the River Boyne, linking the town centre to the Kinnegad Road.
- Construction of a local distributor link between the Navan Road at Effernock and the Dublin Road at the Motor Park and the construction of a new bridge over the Boyne.
- Completion of the local distributor link between the Navan Road to the Dunderry Road connecting to the Athboy Road.
- Construction of the local distributor link between the Dublin Road at Loganstown and the Navan Road at Rathnally including bridge over the Boyne (long term objective)
- Construction of internal roads linking the existing town centre to the town centre expansion area including i) the completion of a new link road connecting Castle Street through Emmett Street to an area north of St. Patrick's Park, ii) Construction of the proposed grid of streets in the town centre expansion area and iii) a new access road serving the town centre expansion area and the OPW offices connecting with Watergate Street linking up with the distributor road network, and;
- Construction of an internal road linking the roundabout at the Retirement Village to the distributor road link which connects the Longwood Road to the Kinnegad Road.
- Construction of a new access road to facilitate access to the G1 zoned lands to the east of the Boyne Community School
- Improvements to junctions where the existing radial routes intersect the existing and proposed local distributor road network. These junctions have to be designed to a standard that does not hinder the capacity of the local distributor road as their operation will determine the performance of the local distributor road network.

The construction of new and improved roads will be accompanied by the reallocation of road space on the existing road network, to pedestrians, cyclists and /or public transport users.

The provision of the road infrastructure outlined above, is necessary to ensure a fully integrated and successful development strategy. During the lifetime of this Trim Development Plan, it is expected that significant progress will be made to the existing road network in line with the policies and objectives below.

### **Policies**

In terms of Roads Infrastructure, it is the policy of Trim Town Council and Meath County Council:	
INF POL 1	To support major road improvements by reserving the corridors of any such proposed routes free of developments, which would interfere with the provision of such proposals.
INF POL 2	To implement a programme of road construction / improvement works and local measures to improve road safety closely integrated with existing and planned land uses.
INF POL 3	To co-operate with the National Roads Authority and other Local Authorities to provide the Dublin Outer Orbital Route as proposed in the Regional Planning Guidelines and Transport 21.
INF POL 4	To regulate, control and improve signage throughout the town.
INF POL 5	To require developers to provide a detailed Transport and Traffic Assessment, as carried out by competent professionals in this field, where new developments will have a significant effect on travel demand and the capacity of surrounding

	transport links. Where a Transport and Traffic Assessment identifies necessary on and off site improvements for the development to be able to proceed, the developer will be expected to fund the improvements by entering into a formal agreement with the appropriate planning authority. Any additional works required as a result of the Transport and Traffic Assessment shall be funded by the developer.
INF POL 6	To provide for the future transportation needs of Trim and environs in a sustainable manner.
INF POL 7	To integrate land use planning and transportation planning.
INF POL 8	To consolidate development in areas which are served by public transport and a good road network.
INF POL 9	To reduce the need to travel, especially by car, by compact development with mixed uses.
INF POL 10	To concentrate developments which generate large numbers of trips, such as offices, shops and labour intensive employment along existing and proposed transportation corridors.
INF POL 11	To locate development that generates large numbers of heavy goods vehicle movements close to major roads.
INF POL 12	To construct and complete the local distributor road network and ensure its integration into the urban fabric of Trim.
INF POL 13	To establish a clear road hierarchy, in which each of the road links has a function and where the mixing of national, regional and local traffic is reduced to the minimum possible.
INF POL 14	To provide additional road capacity, subject to environmental and conservation considerations, in order to remove the volume of through traffic from the central streets of the town, and to improve circulation within the town centre.
INF POL 15	To facilitate the development of the National Primary Road network in line with the 'National Development Plan' and, in accordance with the policy of the National Roads Authority.
INF POL 16	Following the publication of the Traffic Management Guidelines issued by the Department of the Environment, Heritage & Local Government / Department of Transport / Dublin Transportation Office, it shall be part of the standard requirement for planning applications that Transport Assessments, undertaken by and at the expense of the developer, shall be carried out to assess the impacts of developments in accordance with guidelines given in the 'Traffic Management Guidelines', Section 1.11. Table 1.4 lists thresholds above which a Transport Assessment is mandatory. The Transport Assessment will be assessed by the Planning Authority and any additional works required as a result of the Transport Assessment shall be funded by the developer.

**Objectives**

In terms of Roads Infrastructure it will be an objective of Trim Town Council and Meath County Council

INF OBJ 1	To preserve and secure from further development a corridor for the provision of a distributor link road which includes the following routes:
RT 1	Construction of the local distributor road link between the Dublin Road at Effernock and the Navan Road at the Motor Park, including a new bridge over the Boyne River. This shall be provided as part of Framework Plan no. 2.
RT 2	Completion of the local distributor road link between the Navan Road and the Athboy Road via the Blackfriary lands. This shall be provided as part of Framework Plan no. 1.
RT 3	Construction of a local distributor road link connecting the Athboy Road to the local distributor road west of the Town Centre Expansion area, including a new bridge over the Boyne.
RT 4	Construction of the local distributor road link west of the Town Centre Expansion area connecting to the Kinnegad Road. This shall be provided in tandem with the residential development immediately to the east. No residential development shall be provided on the lands immediately to the east until such time as that this section of the distributor road is completed.
RT 5	Construction of the local distributor road link between the Kinnegad Road and the Longwood Road. This shall be provided as part of Framework Plan no. 4.
RT 6	Construction of local distributor road link between the Longwood Road and the Summerhill Road. This shall be provided in tandem with the industrial lands immediately to the north.
RT 7	Construction of the local distributor road link between the Summerhill Road and the Dublin Road.
RT 8	Construction of the local distributor road link between the Dublin Road at Loganstown to the Navan Road at Rathnally (long term objective).
INF OBJ 2	To examine roads and streets and to devise a phased program for the improvement of those of poor quality. Such improvements may incorporate realignment, paving works, new parking arrangements, and street furniture installation.
INF OBJ 3	Completion of a new link road connecting Castle Street through Emmett Street to an area north of St. Patrick's Park in accordance with the Trim Town Centre Local Area Plan.
INF OBJ 4	To construct a new access road serving the town centre expansion area and the OPW offices. This shall connect with Watergate Street, south of Watergate Bridge and shall open up the town centre expansion area, run parallel to the river and link up with the distributor road RT.
INF OBJ 5	To construct the grid of streets in the town centre expansion area as shown on the Zoning Map in accordance with the Trim Town Centre Local Area Plan 2004. This shall include the area enclosed by St. Patrick's Park, St. Loman's Park and the rear of Emmet Street (western side).



INF OBJ 6	To construct a local road linking the roundabout at the Retirement Village to the distributor road link which connects the Longwood Road to the Kinnegad Road.
INF OBJ 7	Construction of a new access road to facilitate access to the G1 zoned lands to the east of the Boyne Community School off the Dublin Road.
INF OBJ 8	To carry out road/street improvement works along High St., Navangate St., Loman St., Watergate St., Whitehall, Mill St., Summerhill and Kinnegad Roads.
INF OBJ 9	To facilitate the construction of the Dublin Outer Orbital Route (DOOR) providing for the development of a National Primary Route to facilitate growth in the primary and secondary development centres (as designated in the Regional Planning Guidelines) and provide for a strategic by pass of Dublin.

#### 7.4 Pedestrians and Cyclists



R154 Sli na Slainte



Footpath Improvement at Castle Street

The European Charter of Pedestrian Rights states that: The pedestrian has the right to live in a healthy environment and to freely enjoy the amenities offered by public areas under conditions that adequately safeguard both physical and psychological well-being. In order to achieve sustainability, walking and cycling must be encouraged. The compact nature of the historic core of Trim means that improvements to pedestrian facilities in this area to make the town centre a safer and more pleasant place in which to walk would inevitably increase the number of people who would rather walk than drive.

Notwithstanding this, existing pedestrian facilities in Trim are generally of a good standard and high aesthetic quality. An upgrade of pedestrian infrastructure is currently underway to improve the streetscape of the town. This will be further complimented in many areas of the town by street furniture including benches and litter bins. Cyclist facilities, however, are very limited forcing cyclists to share road space with other road users. This has the effect of discouraging cycling as a mode of transport as it poses an increased road safety hazard to the cyclist. This is unfortunate as the topography of the town lends itself very favorably to cycling as a mode of transport. It is considered that retro fitting cycleways into a town with an existing streetscape character such as Trim would be problematic due to the narrowness of the older streets however where this is deemed feasible it shall be investigated further. There is also a lack of bicycle parking facilities in Trim. The councils shall require that secure cycle parking facilities are provided for in new developments along with cycle lanes in any new access roads.



## Policies

In terms of pedestrians and cyclists, it is the policy of Trim Town Council and Meath County Council:

INF POL 17 To promote an attractive public realm of pedestrian footpaths, cycle ways, street landscaping, bus stops/shelters, street furniture, good signage and quality public lighting.

INF POL 18 To require that all new significant developments provide pedestrian and cycle facilities including secure parking for cycles.

## 7.5 Public Transport

### Bus



Bus Stop along the Athboy Road

The main public transport services in Trim are related to the demand for commuter trips towards Dublin. Bus Eireann operates a commuter daily service, route 111 which links Trim to Dublin and Trim to Athboy. This is a quite intensive service with 19 buses traveling from Trim to Dublin and 17 buses traveling from Dublin to Trim. Further commuter services to Dublin are provided by private companies. Bus Eireann also operates a Navan to Trim route with 3 buses traveling from Navan to Trim and 4 buses traveling from Trim to Navan, Monday to Friday.

Flexibus rural transport service, Meath's Accessible Transport Project also services Trim, with the 108 service linking Navan to Trim (3 return services daily) Monday to Friday, the 114 service linking Longwood to Navan via Trim and the 220 Kilmessan service which links Bective, Trim, Scurlockstown and Dunsany.

The Planning Authorities acknowledge that there will be an increased demand for external bus trips during the lifetime of this development plan, primarily to Dublin. The commuter bus service to Dublin will continue to play a critical role in the public transport system in this regard. In the longer term, it is expected that an element of this custom will be transferred to rail via, the Navan-Dublin rail line. It also envisaged that increased bus stop provision will be necessary in the town centre expansion areas as these areas develop. The provision of park and ride facilities would also encourage increased use of bus and rail services.

**Rail**

Trim is not served by an operational rail link, and Transport 21 does not provide for the reopening of the disused line (the old Kilmessan-Athboy rail line which skirts the northern fringes of the town) or for a spur to Trim from the Navan railway line project currently in planning. However, consideration should be given to increased bus provision to the nearest station and provision should be made for additional park and ride facilities which will encourage increased use of bus and rail services by commuters to Dublin.

**Policies**

In terms of Public Transport, it is the policy of Trim Town Council and Meath County Council:

INF POL 19 To co-operate with relevant transport bodies and authorities to support and encourage the provision of safe and suitable locations for bus services including bus shelter provision at bus stops.

INF POL 20 To promote and facilitate developments designed to improve public transport services in Trim.

INF POL 21 To explore, in conjunction with Bus Eireann and private bus operators, the provision of additional Park and Ride facilities in Trim (medium to long term objective).

**7.6 Parking & Loading**

The introduction of paid parking has increased car parking space availability in the town. Car parking and loading bay provision for new developments will be required in accordance with the standards outlined in Chapter Eight which are fully in accordance with the Meath County Development Plan 2007-2013. Extensive areas of surface car parking will be discouraged and alternative options will be encouraged including underground and multi-storey parking. There is an existing Park and Ride facility off the Athboy Road. The provision of additional park and ride facilities will be encouraged in the town. A specific policy in this regard is included in the public transport section above.



Park and Ride Facility off the Athboy Road

**Policies**

In terms of car parking, it is the policy of Trim Town Council and Meath County Council:

INF POL 22 To promote where feasible and appropriate alternative options to surface car parking.

INF POL 23 To apply the car parking standards as included in the Development Management Guidelines and Standards section of this Development Plan.

**7.7 Street Furniture & Lighting**

Street Furniture includes refuse bins, seats, signage posts, bollards and telephone booths. In a heritage town careful selection of street furniture, as part of any environmental improvements, is essential. That chosen should compliment the heritage status of the town by means of an appropriate design style. Achieving this can enhance and add to the town's tourism potential and the urban environment in general.

**7.8 Keeping the Streets Clean**

Trim has a proud record when it comes to the cleanliness of its streets. The town has consistently achieved "Litter Free Status" in the Irish Business Against Litter (IBAL) Litter League. It has also won the Tidy Towns Competition 3 times. Meath County Council and Trim Town Council acknowledge the time and effort invested by local people in their community which has resulted in the town consistently achieving good results in these competitions.

The Planning Authorities believe litter greatly reduces the appeal of a town and discourages people from making return trips there. If required, private enterprises shall place public litter bins outside their premises, and any such litter bins shall be in keeping with the character of the area by means of appropriate design and styling to be agreed with the appropriate Planning Authority.

**Policies**

In terms of litter control, it will be the policy of Trim Town Council and Meath County Council:

INF POL 24 To ensure that the people of Trim and its environs continue to enjoy a litter free environment through a partnership approach for the benefit of all who live, work in and visit Trim.

INF POL 25 To require the provision of public litter bins where there is a risk in the opinion of the Planning Authorities that a development would result in increased levels of litter on the public road or street.

**Objectives**

In terms of litter management, it will be an objective of Trim Town Council and Meath County Council:

INF OBJ 10 To implement the Meath County Council, Litter Management Plan 2006 – 2009.

**7.9 Water Supply and Sewerage Treatment and Disposal**

Chapter Two outlines the current position in respect of water and wastewater services in Trim. Meath County Council is responsible for the provision of water and wastewater services to Trim and its environs. Trim Town Council is responsible for the town networks. The continued growth of Trim as a moderate growth town part of a primary dynamic cluster, is critical in achieving the



strategic development objectives of this Development Plan. The availability of the existing water resources of the River Boyne, to the continued sustainable development of Trim is crucial. Subject to environmental, ecological and water quality considerations, it is possible to provide adequate water supply and a medium to assimilate treated wastewater to cater for the anticipated levels of growth over the plan period and beyond. This will involve the upgrading of the existing facilities serving Trim as follows.

The capacity of the existing Trim Water Supply is 3,500 m<sup>3</sup>. This is due to be upgraded to 6,000m<sup>3</sup> in 2008 by the ongoing Trim Water Supply Augmentation Scheme to cater for water supply requirements in the short term. The Water Services Investment Programme Assessment of Needs 2007 – 2013 has included the Trim / Summerhill / Rathmolyon Water Supply Scheme, albeit nineteenth. It is planned to link these towns to the proposed new major water treatment plant at Dowdstown, near Navan, and decommission existing interim supplies at that stage.

The waste water treatment plant at Newtown in Trim has been recently upgraded to cater for 12,700 P.E. Subject to minimal works (the provision of additional clarifier with surface area of at least 110 sq.m. it has the capacity to be upgraded to 16,000 p.e.) It has a total aeration capacity of 17,500 taking 220 l/hd/d & 24 hrs retention in aeration tanks. Improvements are required also for the pumping station at Newtown and the sewer network. However, the Water Services Investment Programme Assessment of Needs 2007 – 2013 includes the sewer network improvement scheme for Trim (ranked tenth). This will remove the threat of pollution from the River Boyne by replacing the Newtown Pumping Station and by upgrading / rehabilitating the associated sewers and rising main.

It is evident from the above, that Trim Town Council and Meath County Council has invested in the town's services, much of which was secured from central government, to facilitate Trim in achieving its strategic role as a moderate growth centre. It is considered that subject to works adequate services will be available in terms of water supply and waste water disposal to cater for the projected level of residential and commercial / industrial development over the plan period.

### Policies

In terms of water supply, it is the policy of Trim Town Council and Meath County Council:

INF POL 26	To continue the development and upgrading of the water supply system so as to ensure that an adequate, sustainable and economic supply of piped water of suitable quality is available for domestic, commercial, industrial, fire safety and other uses for the sustainable development of the town in accordance with the settlement structure identified in this Plan and as finances permit.
INF POL 27	To promote public awareness and involvement in water conservation measures by households, businesses and industries.
INF POL 28	To implement the Water Conservation Programme, in order to conserve valuable resources by reducing wastage.
INF POL 29	To utilise the existing water supply in an efficient and fair manner and in the best interests of the proper planning and sustainable development of the area.
INF POL 30	To ensure that all drinking water complies with the European Union Drinking Water Directive 98/83/EC as given effect in Irish law by the European Communities (Drinking Water) (No. 2) Regulations 2007, as may be amended.

### Objectives

In terms of Water Supply, it is an objective of Trim Town Council and Meath County Council:

INF OBJ 11	To implement the Water Services Investment Programme 2007-2009.
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INF OBJ 12	To continue the upgrading and rehabilitation of water main networks.
INF OBJ 13	To reduce leakage and wastage from the water supply system wherever possible in the interest of achieving efficiency and sustainability.
INF OBJ 14	To apply Water Pricing to the existing and future non-domestic development in accordance with the Polluter Pays Principle.
INF OBJ 15	To replace the cast iron water mains in Trim.

### Policy

In terms of wastewater treatment, it is the policy of Trim Town Council and Meath County Council:

INF POL 31	To continue the development and upgrading of the waste water system serving Trim to ensure that an adequate treatment capacity is available for the sustainable development of Trim as finances permit.
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### Objective

It terms of wastewater treatment, it is an objective of Trim Town Council and Meath County Council:

INF OBJ 16	To prepare plans for increasing the capacity of the Trim Waste Water Treatment Plant at Newtown to cater for the growth in demand from the residential, commercial and industrial sectors over the lifetime of the plan.
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## 7.10 Flooding

The First Schedule of the Planning and Development Act, 2000 indicates that development plans can include objectives regulating, restricting or controlling development in areas at risk of flooding (whether inland or coastal), erosion and other natural hazards. The OPW is charged at a national/central government level to monitor and address situations pertaining to flooding. The Planning Authorities shall control development to minimize the risk of flooding, taking into account any relevant guidance from the Department of the Environment, Heritage and Local Government (DoEHLG) or the Office of Public Works (OPW).

In terms of flood control, it is the policy of Trim Town Council and Meath County Council:

INF POL 32	To control development in the natural flood plain of rivers and to take into account any guidelines regarding flooding issued by the DoEHLG or OPW.
INF POL 33	To require all significant developments impacting on flood risk areas to provide a Flood Impact Assessment, to identify potential loss of flood plain storage and how it would be offset in order to minimize impact on the river flood regime.

## 7.11 Sustainable Urban Drainage Systems

Rainfall on a greenfield site is either absorbed into the ground or runs off slowly to the nearest watercourse. With development, much of the area becomes impermeable with runoff being piped to the nearest watercourse or storm drain. Thus both the volume and rate of runoff can dramatically increase, which may lead to flooding or increased overflows from combined sewers, neither of which is acceptable. It is the policy of the Councils to prevent flooding caused by poorly drained runoff. In order to do this, Sustainable Urban Drainage Systems (SUDS) will be incorporated into developments in order to reduce and ultimately prevent flooding.

**Policies**

INF POL 34	To ensure that all new developments have and are provided with satisfactory drainage systems in the interest of public health and to avoid the pollution of ground and surface waters.
INF POL 35	To require all new large scale developments to provide 'Sustainable Urban Drainage Systems' (SuDS) as part of their development proposals.

**7.12 Telecommunications**

Satellite dishes and telecommunications apparatus, if badly sited, can be visually obtrusive and affect the character and appearance of historic buildings and townscapes. Therefore, it is important in the interests of the townscape to ensure that further telecommunication and related development does not have a detrimental impact on the appearance or character of the town. The erection of domestic antennae and satellite dishes is restricted by the Planning and Development Regulations, 2001. However, exemptions exist under certain circumstances.

**Objective**

In terms of telecommunications, it is an objective of Trim Town Council and Meath County Council:

INF OBJ 17 To have regard to the following in considering proposals for the development of telecommunications masts, antennae and ancillary equipment:

- a) The visual impact of the proposed equipment on the natural, built and historic environment.
- b) The removal or modification of features of architectural importance.
- c) The impact any such development may have on protected structures or their setting.
- d) The potential for co-location of equipment on existing masts.
- e) The Department of the Environment and Local Government "Telecommunications Antennae and Support Structures, Guidelines for Planning Authorities" (July 1996).

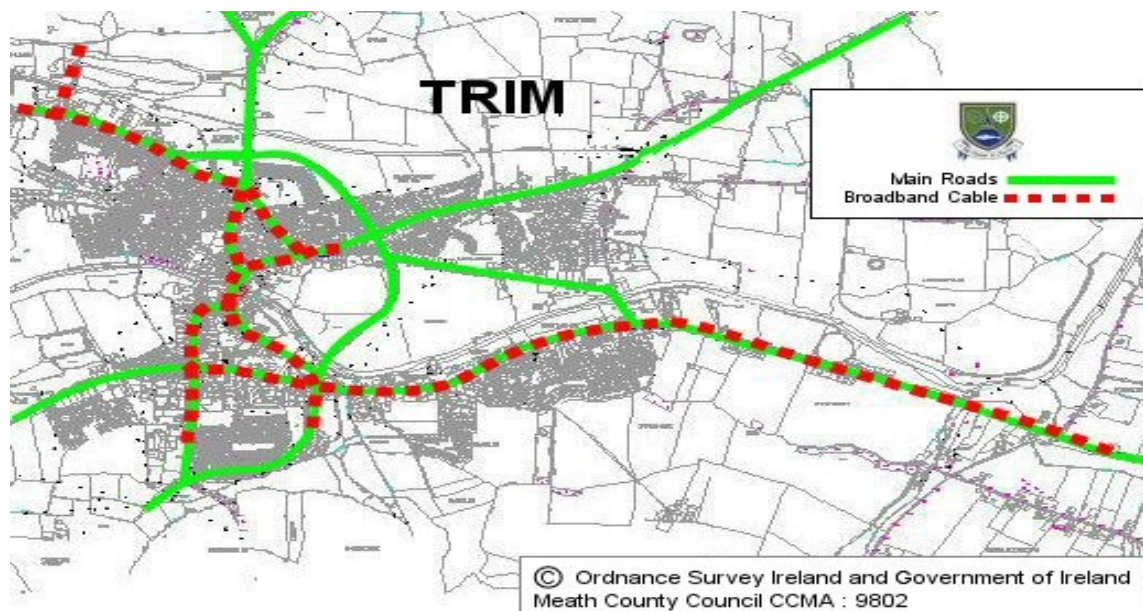
**7.13 Broadband**

High speed broadband is an important asset in order to attract inward investment into Ireland. As the private sector was failing to invest at the level necessary to keep pace with the demand for broadband, the Department of Communications, Energy and Natural Resources regional broadband programme was put in place. One element of the programme is addressing the telecommunications infrastructure deficit by building high speed, open access broadband networks, in association with the local and regional authorities, in major towns and cities.

A Metropolitan Area Network (MAN) Broadband system to serve Trim was commissioned in 2007. The Metropolitan Area Networks (MANs) enable telecommunications companies to provide cheap 'always-on' high-speed access to the Internet, a vital tool for industry and business to be efficient and competitive. It is also invaluable for educational institutes, health and research bodies and private consumers. The MANs will facilitate new entrants, new services and more competition for broadband throughout Ireland.

The MANs are publicly owned, while allowing all telecommunication operators open access to the networks. They are fibre-based and technology neutral resilient networks, which will ensure adequate capacity for generations to come.





**Figure 7; Trim Broadband Metropolitan Area Network**

### Objective

In terms of broadband provision, it is an objective of Trim Town Council and Meath County Council:

INF OBJ 18 To implement the broadband strategy for Meath County Council as it relates to Trim by supporting the roll out of broadband infrastructure in Trim to serve the needs of business and residents.

### 7.14 Solid Waste Collection and Disposal



Civic Amenity areas to the rear of Watergate St.



Development will generate demand for domestic and commercial waste disposal and collection services. The construction phases of developments will also produce significant volumes of waste. Developers are obliged to submit a construction and waste management plan prior to the commencement of any proposed construction activities. All waste material generated during both the construction and operational phases of development must only be collected by appropriately licensed waste contractors and disposed of in licensed waste facilities.

**Policies**

In terms of solid waste collection and disposal, it is the policy of Trim Town Council and Meath County Council:

INF POL 36 To promote education and awareness on all issues associated with waste management, both at industry and community level. This will include the promotion of waste reduction by encouraging the minimization, re-use, recycling and recovery of waste within the county.

INF POL 37 To implement the policies and objectives of the Waste Management Plan for the North East Region.

INF POL 38 To require the provision of bring banks, bottle banks or other appropriate recycling facilities as part of the overall development in the case of new or extended shopping centre developments and commercial neighbourhood centres, educational, sports, and recreational facilities. The sites shall be made available to the Local Authority at the developer's own expense and will be maintained by the local authority or its agents.

INF POL 39 To promote and encourage the recycling of construction and demolition waste in accordance with approved construction and demolition waste management plans.

**7.15 Energy**

The Planning Authorities support national and international initiatives for limiting emissions of greenhouse gases and encouraging the development of renewable energy sources. New technologies have enabled the development of sustainable energy sources. These include, wind, biomass and waste, solar, hydro, combined heat and power, geothermal heat transfer, etc.

The Planning and Development Regulations 2007 exempted a range of micro renewable technologies from the need to apply for planning permission. On top of this the Councils will seek to promote all appropriate technologies through the development management process. Developments should strive to attain high standards of energy efficiency and environmental sustainability, including bioclimatic site design, water conservation, ventilation, energy efficient strategies for housing design, daylight analysis, and high insulation standards.

**Policies**

In terms of energy, it is the policy of Trim Town Council and Meath County Council:

INF POL 40 To promote energy efficient solutions to fulfill the energy requirements of development. In deciding applications for medium to large scale residential, commercial and industrial development the Councils will require that all benign energy technologies are explored towards the achievement of increased sustainable energy use.

INF POL 41 To support and facilitate the development of enhanced electricity supplies, and associated networks, to serve the existing and projected residential, commercial, industrial and social needs of Trim.

INF POL 42 To locate service cables, wires, piping, including electricity, telephone and TV underground, where possible, and that existing overhead cables and associated equipment should progressively be located underground with future capacity considered and appropriate ducting put in place.