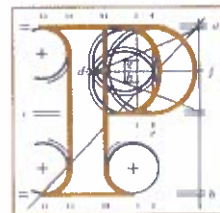
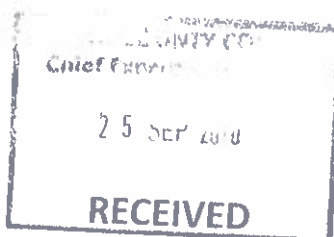


Our Case Number: ABP-307652-20



An  
Bord  
Pleanála

Office of the Chief Executive  
Meath County Council  
Buvinda House  
Dublin Road  
Navan  
Co. Meath  
C15 Y291



*Noted  
Refer to transcript  
pmrsg*

**Date:** 23rd September 2020

**Re:** Construction of the Boyne Greenway, pedestrian and cycleway linking Drogheda Town in Co. Louth to Mornington Village in Co. Meath  
Townlands at Ship Street in Drogheda, Co. Louth to Mornington Village in Co. Meath

Dear Sir / Madam,

An Bord Pleanála has received your recent submission in relation to the above mentioned proposed development and will take it into consideration in its determination of the matter.

Please note that the proposed development shall not be carried out unless the Board has approved it with or without modifications.

If you have any queries in relation to the matter please contact the undersigned officer of the Board.

Please quote the above mentioned An Bord Pleanála reference number in any correspondence or telephone contact with the Board.

Yours faithfully,

  
Kieran Somers  
Executive Officer  
Direct Line: 01-873 7250

AA02

Tel  
Glao Áitiúil  
Facs  
Láithreán Gréasáin  
Ríomhphost

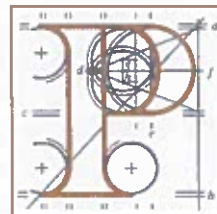
Tel  
LoCall  
Fax  
Website  
Email

(01) 858 8100  
1890 275 175  
(01) 872 2684  
[www.pleanala.ie](http://www.pleanala.ie)  
[bord@pleanala.ie](mailto:bord@pleanala.ie)

64 Sráid Maoilbhríde  
Baile Átha Cliath 1  
D01 V902

64 Marlborough Street  
Dublin 1  
D01 V902

**Our Case Number:** ABP-307652-20



**An  
Bord  
Pleanála**



Meath County Council  
Planning Department  
Buvinda House  
Dublin Road  
Navan  
Co. Meath

**Date:** 13th November 2020

**Re:** Construction of the Boyne Greenway, pedestrian and cycleway linking Drogheda Town in Co. Louth to Mornington Village in Co. Meath  
Townlands at Ship Street in Drogheda, Co. Louth to Mornington Village in Co. Meath

Dear Sir / Madam,

I have been asked by An Bord Pleanála to refer further to the above-mentioned proposed development which is before the Board for consideration.

Please be advised that the Board, in accordance with section 177AE(5) of the Planning and Development (Amendment) Act, 2010, hereby requires you to furnish the following further information in relation to the effects of the environment of the proposed development:

**1. Information to Address Section 177AE (5) & (6)**

Section 177AE of the Planning and Development Act 2000, as amended requires at subsection (5) that the Board in their consideration of the application for approval, take the following into account:

- (i) *The likely effects on the environment,*
- (ii) *The likely consequences for the proper planning and sustainable development of the area, and*
- (iii) *The likely significant effects of the proposed development on any European sites.*

While part (iii) is addressed separately in the next section, the application documentation submitted to the Board fails to fully address parts (i) and (ii) above and you are requested to provide additional information to facilitate the Board in its consideration of this requirement of the approval application.

<b>Tel</b>	<b>Tel</b>	(01) 858 8100
<b>Glao Áitiúil</b>	<b>LoCall</b>	1890 275 175
<b>Facs</b>	<b>Fax</b>	(01) 872 2684
<b>Láithreán Gréasáin</b>	<b>Website</b>	<a href="http://www.pleanala.ie">www.pleanala.ie</a>
<b>Ríomhphost</b>	<b>Email</b>	<a href="mailto:bord@pleanala.ie">bord@pleanala.ie</a>

64 Sráid Maoilbhríde Baile Átha Cliath 1 D01 V902	64 Marlborough Street Dublin 1 D01 V902
---	---

## **Likely Effects on the Environment and Consequences**

It is considered that having regard to the documentation submitted, site visit, and to the submissions made that the proposed Boyne Greenway (Drogheda to Mornington) in its current format (route, impact assessment, safety provisions, impact on European sites etc.) does not provide adequate information to fully consider the effects on the environment and its consequences for proper planning and sustainable development in the area to enable the Board to consider the proposal fully.

**Further information is requested relative to the issues below:**

### **Mapping**

- While detailed larger scale maps have been submitted, showing the engineering details along the route, there is a need for Additional mapping and drawings to scale (A2 suggested) showing the route of the proposed Greenway from Drogheda to Mornington with clarity in a more compact easy to use format. This should include a drawing with a key showing the route in total.
- A Map to include the proposed route of the Greenway in the context of the Natura 2000 sites. It should be shown where the proposed route would overlap or encroach into the designated sites.
- Clarification as to the overall length of the route (there is some confusion in the documents submitted) and as to how much of the route is to be constructed directly alongside the Regional Road, and off-road (including the boardwalk area).

### **Roads/Traffic**

- Provide a Traffic Impact Assessment to include regard to current usage of the local road network and the impact of the proposed Greenway on all modes of transport. This should include regard to road safety issues during construction and operation of the Greenway along the side of the R150/151.
- Details should include the predicted nos. of people using the Greenway per day. It should be assessed as to seasonal impact and as to whether the proposed width of the Greenway (4m) is adequate to cope with the numbers using the route.
- Account needs to be taken of the cumulative traffic implications of recent permissions for housing developments alongside the route on the local road network.
- Details are requested of the demarcation and/or safety barriers etc. proposed between the greenway and the public road. Also, details of universal accessibility Greenway for all and for the emergency services.
- Further details relative to pedestrian crossings to be provided from the Greenway to Le Chéile and Drogheda Grammar Schools to facilitate pedestrians and cyclists.

- Details on safety measures to be provided for access to local businesses and properties who have vehicular access along the proposed route, including properties in Tower Road, Mornington.
- Details of provision for parking facilities at either end of the proposed Greenway and in particular on the dunes as well as access, to the dunes and beach at Mornington. Also, please confirm that there is capacity and agreement for Greenway users to park in Irish Rail's Marsh Road carpark at the Drogheda end. Provide details with respect to cycle parking provision.
- Details on impact on existing roads and traffic including public transport, bus stops and loss of bus laybys along the route, in particular, at the junction of the R151 with Tower Road Mornington.
- A Stage 1 Road Safety Audit should be submitted.

### **Construction issues**

- Further details should be submitted relative to the Outline Construction Methodology Report, to include the location of compound areas for construction works, construction traffic/parking areas, construction methodology relative to the bridges including impact on the Protected Structure Mornington Bridge, also relative to impact on the schools along the route. Further details on construction monitoring and mitigation measures should be submitted.

### **Visual Impact**

- Visual Impact Assessment to include photomontages of the Greenway showing sections of the route alongside the public road including the area in front of Flogas, the schools, the boardwalk, bridges including Mornington Bridge and road junction with Church Road, the stretch through the former golf driving range, Tower Road junction with the R151, the start point of the Greenway at the monuments at 'Lady's Finger' Mornington and parking areas.

### **Flood Risk**

- Further details need to be provided on flood risk mitigation measures and construction methods in Flood Zone A, relative to the different sections of the greenway including the boardwalk.

## **Arboricultural Impact and Mitigation**

A drawing showing tree protection details and locations is referred to in Section 2.2 Mitigation of the Report.

- For clarity please submit larger scale A2 copies of these arboricultural drawings. Details should be submitted relative to landscaping of the greenway and replacement planting to replace biodiversity lost.

## **Biodiversity**

### **Ecological Impact Assessment:**

- There is significant overlap of assessments between the Ecological Impact Assessment Report and the Natura Impact Statement (NIS).
- There should be a clear distinction between the assessments with implications for European Sites in view of their conservation objectives to be addressed comprehensively in the NIS.

The provision of the proposed greenway would appear to result in an overall net loss of biodiversity, e.g. the removal of 160m of hedgerows and 291m of treeline with an overall estimated removal of 47% of existing vegetation along the route. While some reference to screening planting is made in the Ecological Impact Assessment Report (Section 1.2.2) this has not been quantified or included in any assessment of residual effects for these habitats.

- Provide details of this screening planting
- Provide details of how the provisions of Objective 1 of the National Biodiversity Action Plan 2017-2021 as they relate to biodiversity loss in particular are addressed.

## Other issues

- Lighting/noise issues- further details are needed to establish that the proposal will not have a negative impact on the designated sites.
- Details as to whether any amenities/facilities are to be provided along the route or at either end of the route.
- Further details of connectivity with other Greenway proposals or cycle routes in proximity or in the wider area.

## Regard to Impact on European Sites

### Appropriate Assessment

It should be noted that the legal test for Appropriate Assessment that will be conducted by the Board is not the exclusion of significant effects (as referred to extensively in the NIS) but the exclusion of adverse effects on site integrity (notwithstanding the text of S.177AE where it refers to likely significant effects on a European site).

A revised Natura Impact Statement should be submitted to An Board Pleanála addressing the following:

#### **(a) Potential adverse effects on Boyne Estuary Special Protection Area (site code 004080)**

The submission received from the Department of Culture Heritage and Gaeltacht (11th Sept 2020) raises significant concerns in relation to bird survey data and the assessment of that data relied upon to exclude adverse effects on this European Site (Table 6.4 NIS). The similar and expanded concerns of BirdWatch Ireland (10th September 2020) and by a number of well-informed individual submissions is noted.

### Request for additional information:

- The applicant is requested to address *in full* the concerns raised by the Department in relation to the Boyne Estuary SPA and to provide updated bird survey data covering a more representative timeframe for wintering waterbirds in line with best practice methodologies and undertake a quantitative assessment of that data using the best scientific information available.
- The assessment needs to consider the site-specific conservation objectives for each SCI species, taking into account the targets and objectives of same and more recent IWebs data as relevant. Mitigation measures need to be assessed for effectiveness.
- The applicant is also requested to quantify the area of wetland habitat that will be impacted by the proposal in terms of the conservation objectives cited for *Wetlands and Waterbirds* of this SPA and implications for foraging or roosting of same for bird SCIs.
- Provide clarity on screening heights along the proposed boardwalk section in particular, and assess the likely effectiveness of same in reducing disturbance to SCIs.
- Provide clarity and detail on any proposed post construction bird monitoring of the operation of the Greenway (survey methodology, locations, frequency etc) and how the monitoring scheme could respond to any measured effects if found to occur.

### **(b) Potential for adverse effects on the Boyne Coast and Estuary Special Area of Conservation (Site Code 001957)**

The submission received from the Department of Culture Heritage and Gaeltacht also raises issues in relation to the assessment of impacts on this European Site. Other informed submissions also identify the potential for adverse effects on qualifying interest habitats including Dune habitats which are not examined in the NIS despite drawings showing that the greenway terminates at a point *within* the SAC on Tower Road.

Tel  
Glao Áitiúil  
Facs  
Láithreán Gréasáin  
Ríomhphost

Tel  
LoCall  
Fax  
Website  
Email

(01) 858 8100  
1890 275 175  
(01) 872 2684  
[www.pleanala.ie](http://www.pleanala.ie)  
[bord@pleanala.ie](mailto:bord@pleanala.ie)

64 Sráid Maoilbhríde  
Baile Átha Cliath 1  
D01 V902

64 Marlborough Street  
Dublin 1  
D01 V902



## Request for additional information

- Meath County Council are requested to provide precise detail on the proportion of QI habitat affected in the SAC by the proposed greenway and any potential impacts of shading on those habitats taking into account conservation objectives, targets and attributes as relevant.
- Please provide more detailed information on any proposed post construction monitoring of habitats within the SAC.
- Please clarify the meaning of the reference to *proposed habitat restoration/creation* within the SAC in the NIS.
- Please provide an assessment of direct/ indirect impacts on dune habitats that are QI features of the SAC including any possible in-combination effects.

The further information referred to above should be received by the Board **no later than 5.30 p.m. on the 30<sup>th</sup> November, 2021.**

Please note that following its examination of any information lodged in response to this request for additional information, the Board will then decide whether or not to invoke its powers under section 177AE(5)(d) of the Planning and Development (Amendment) Act, 2010, requiring you to publish notice of the furnishing of any additional information and to allow for inspection or purchase of same and the making of further written submissions in relation to same to the Board.

Having regard to the information submitted in relation to the 7<sup>th</sup> Schedule of the Planning and Development Regulations 2001, as amended, the Board is satisfied that an Environmental Impact Assessment Report is not required in this case.

If you have any queries in relation to the matter please contact the undersigned officer of the Board.

Please quote the above-mentioned An Bord Pleanála reference number in any correspondence or telephone contact with the Board.

Yours faithfully,



Kieran Somers  
Executive Officer  
Direct Line: 01-8737250

AA09



COENAC 2055

TRANSPORTATION DEPARTMENT

MEATH COUNTY COUNCIL

BUNVADA HOUSE

DUBLIN

NXN

CO. MEATH

MEATH COUNTY COUNCIL  
Corporate Services Dept.

16 NOV 2020

Received



Greamaigh Ar Thosach | Affix to Front



**Comhairle Chontae na Mí**

Teach Buvinda, Bóthar Átha Cliath, An Uaimh,  
Contae na Mí, C15 Y291

**Fón: 046 – 9097000/Fax: 046 – 9097001**

R-phost: [customerservice@meathcoco.ie](mailto:customerservice@meathcoco.ie)

Web: [www.meath.ie](http://www.meath.ie)

Uimhir Chláraithe: 00172770

**Meath County Council**

Buvinda House, Dublin Road, Navan,  
Co. Meath, C15 Y291

**Tel: 046 – 9097000/Fax: 046 – 9097001**

E-mail: [customerservice@meathcoco.ie](mailto:customerservice@meathcoco.ie)

Web: [www.meath.ie](http://www.meath.ie)

Registration No.: 00172770

**Our Ref: TRA 08 04 023 01 20**

**Transportation Department**

**Your Ref: ABP-307652-20**

**Mr. Kieran Somers**

**02 December 2020**

**An Bord Pleanála**

**64 Marlborough Street**

**Dublin 1**

**D01 V902**

**Re: Application under Section 177AE of the Planning & Development Act 2000 as amended to carry out development at Ship Street in Drogheda Town in County Louth to Mornington Village in County Meath**

**Dear Mr Somers,**

I refer to An Bord Pleanála's recent correspondence, dated the 13<sup>th</sup> of November 2020, in relation to a request for Further Information.

Meath County Council notes the requested date for the return of information sought, 5.30pm on the 30<sup>th</sup> of November 2021. As the information request involves the collation of extensive bird survey data, amongst other items, we wish to request an extension to the deadline provided. A period of three (3) additional months is sought. This additional time is required in order to design and to commission resources for the collation of the bird survey data requested.

Meath County Council is most grateful for An Bord Pleanála's consideration of the above request.

Yours sincerely,

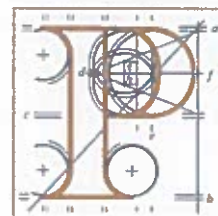
---

Cormac Ross

A/Senior Executive Engineer

*On behalf of Meath County Council*

Our Case Number: ABP-307652-20



An  
Bord  
Pleanála

Cormac Ross  
Meath County Council  
Transportation Department  
Buvinda House  
Dublin Road  
Navan  
Co. Meath  
C15 Y291

Date: 7th December 2020

Re: Construction of the Boyne Greenway, pedestrian and cycleway linking Drogheda Town in Co. Louth to Mornington Village in Co. Meath  
Townlands at Ship Street in Drogheda, Co. Louth to Mornington Village in Co. Meath

Dear Sir,

I have been asked by An Bord Pleanála to refer to the above-mentioned case and, in particular, to your letter dated the 2nd December, 2020.

With respect to your request for an extension of time in relation to the Board's further information request, please be advised that the Board will allow this. The revised target date for receipt of the further information is the **4th March, 2022**.

I trust this is of assistance to you.

Yours faithfully,

Kieran Somers

Kieran Somers  
Executive Officer  
Direct Line: 01-873 7250

ADHOC



Tell  
Glao Áitiúil  
Facs  
Láithreán Gréasáin  
Ríomhphost

Tel  
LoCall  
Fax  
Website  
Email

(01) 858 8100  
1890 275 175  
(01) 872 2684  
[www.pleanala.ie](http://www.pleanala.ie)  
[bord@pleanala.ie](mailto:bord@pleanala.ie)

64 Sráid Maoilbhríde  
Baile Átha Cliath 1  
D01 V902

64 Marlborough Street  
Dublin 1  
D01 V902

## **Comhairle Chontae na Mí**

Teach Buvinda, Bóthar Átha Cliath, An Uaimh,  
Contae na Mí, C15 Y291

**Fón: 046 – 9097000/Fax: 046 – 9097001**

R-phost: [customerservice@meathcoco.ie](mailto:customerservice@meathcoco.ie)

Web: [www.meath.ie](http://www.meath.ie)

Uimhir Chláraithe: 00172770



## **Meath County Council**

Buvinda House, Dublin Road, Navan,  
Co. Meath, C15 Y291

**Tel: 046 – 9097000/Fax: 046 – 9097001**

E-mail: [customerservice@meathcoco.ie](mailto:customerservice@meathcoco.ie)

Web: [www.meath.ie](http://www.meath.ie)

Registration No.: 00172770

**Our Ref: TRA 08 04 023 01 20**

**Your Ref: ABP-307652-20**

**Transportation Department**

**15 April, 2021**

**An Bord Pleanála  
64 Marlborough Street  
Dublin 1  
D01 V902**

### **Re: Construction of the Boyne Greenway, pedestrian and cycleway linking Drogheda Town to Mornington - Request for Information Letter**

Dear Sir/Madam,

I refer to An Bord Pleanála's correspondence, dated the 13th of November 2020, in relation to a request for Further Information with respect to the above proposed scheme.

Following a review of the Request for Further Information (RFI) sought, we have prepared a list of the items requested along with particular clarifications that we wish to seek in respect of each item. A numbering system has been assigned for the categories and headings below.

#### **1. Mapping**

- 1(i) *'While detailed larger scale maps have been submitted, showing the engineering details along the route, there is a need for Additional mapping and drawings to scale (A2 suggested) showing the route of the proposed Greenway from Drogheda to Mornington with Clarity in a more compact easy to use format. This should include a drawing with a key showing the route in total'.*

The Route Alignment Drawings issued for the Planning Application were 1:250@A1 scale (40 No. drawings), as per standard practice for planning applications. From the above text/request we assume that An Bord Pleanála require the Route Alignment drawings at the same scale, albeit on the smaller A2 sheet size (approx. 80 No. drawings would therefore be necessary if the same scale was retained). In order to reduce the number of drawings, a scale of say 1/500 (smaller detail on the drawings) could be used and this would reduce the number of drawings to 40.

**Can An Bord Pleanála (ABP) confirm please if A2 size drawings at 1/500 is acceptable, or alternatively can An Bord Pleanála confirm the preferred scale of drawing?**

We note that each of the route alignment drawings will be amended to include a revised 'Key Plan' which identifies the area to which the drawing refers, in the context of the overall route (Ship Street in Drogheda to Mornington).

- 1(ii) *'A Map to include the proposed route of the Greenway in the context of the Natura 2000 sites. It should be shown where the proposed route would overlap or encroach into the designated sites.'*

We propose to prepare separate drawings illustrating the proposed route of the Greenway in the context of the River Boyne and River Blackwater SAC (002299) and the Boyne Estuary SPA (004080). To note, Figures 4.7 to 4.11 in the Natura Impact Statement (NIS) report illustrate the habitats within a 50m buffer of the proposed Greenway, which includes the SACs & SPA. It is intended to prepare the requested mapping to the scale of drawing confirmed by ABP in response to Item 1(i) above.

**Can ABP confirm please if A2 size drawings at 1/500 is acceptable, or alternatively can An Bord Pleanála confirm the preferred scale of drawing?**

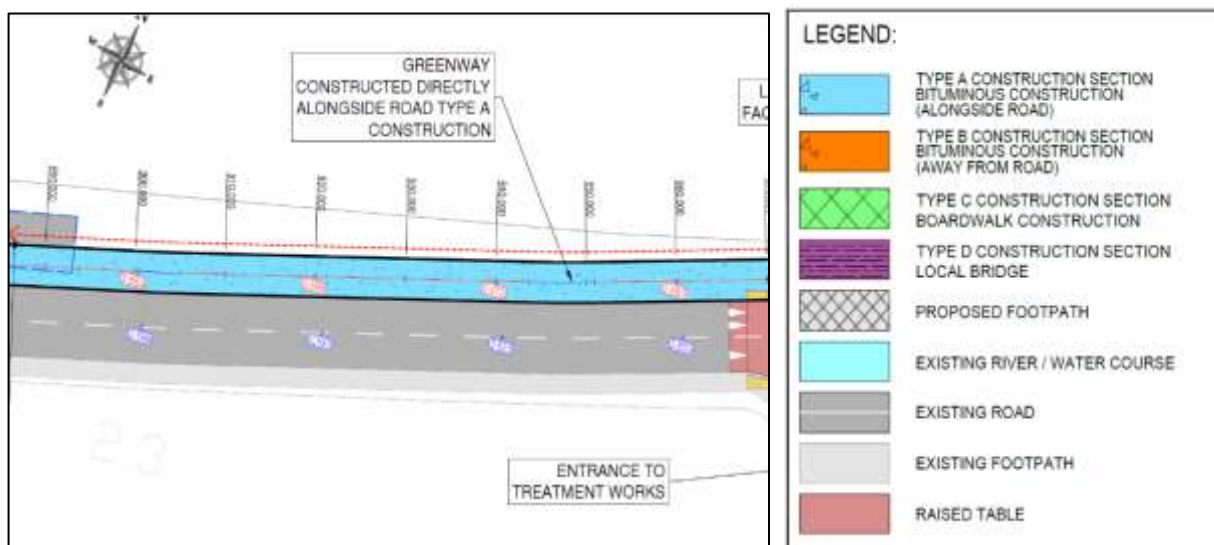
1(iii) *‘Clarification as to the overall length of the route (there is some confusion in the documents submitted) and as to how much of the route is to be constructed directly alongside the Regional Road, and off-road (including the boardwalk area).’*  
Overall length of the route

The overall length of the proposed scheme is indicated in the Route Options Assessment Report on page 98, which states “The preferred route for the Boyne Greenway is approximately 5.9km in length with approximately 4.1 km of the route directly alongside the Regional Road and approximately 1.8km slightly away from the route of the road”, and page 18 of the Constraints & Preliminary Design Report. The route alignment drawing 170029-2240 (Sheet 40) outlines the overall length of the proposed Scheme is 5,870m. The SPA and SAC areas extend to the R150/151 Regional Road at a number of locations, therefore, there is approximately 2.4km of the proposed greenway consider to be located within the defined SPA/SAC areas, as outlined in the NIS and ECIA reports. This will be illustrated in the drawings/mapping that will be provided for Item 1 (ii) above.

**Can ABP clarify please if further information/detail is required on the overall length of the route?**

...how much of the route is to be constructed directly alongside the Regional Road

The Route Alignment drawings (170029-2200 to 170029-2240), issued as part of the planning package, illustrates where the greenway is adjacent or away from the Regional Road, along with notes and colour coded hatching of the greenway route (see Figure 1 below).



**Figure 1: Route Alignment drawing – Notes & Legend**

Also, Appendix A of the 'Outline Construction Methodology Report', issued as part of the planning package, includes a breakdown of the sections of the proposed greenway route adjacent to the Regional Road or away from the road (please see table below –Figure 2).

START CHAINAGE	INTERTIDAL ZONE	FLOOD ZONE A	SAC	SPA	ROUTE POSITION	CONSTRUCTION TYPE
0	NO	YES	NO	NO	ALONGSIDE ROAD	STUNNINGS
80	NO	NO	NO	NO	ALONGSIDE ROAD	STUNNINGS
342	NO	YES	NO	NO	ALONGSIDE ROAD	STUNNINGS
1470	NO	NO	NO	NO	ALONGSIDE ROAD	STUNNINGS
2000	YES	YES	YES	YES	ALONGSIDE ROAD	BOARDWALK
2100	NO	YES	NO	NO	ALONGSIDE ROAD	BOARDWALK
2180	NO	NO	NO	NO	ALONGSIDE ROAD	STUNNINGS
2280	NO	NO	YES	YES	ALONGSIDE ROAD	STUNNINGS
2360	NO	NO	YES	YES	AWAY FROM ROAD	BOARDWALK
2380	YES	NO	YES	YES	AWAY FROM ROAD	BOARDWALK
2500	NO	NO	YES	YES	AWAY FROM ROAD	BOARDWALK
2600	NO	NO	NO	YES	AWAY FROM ROAD	STUNNINGS
3030	NO	NO	YES	YES	AWAY FROM ROAD	STUNNINGS
3110	NO	NO	YES	YES	AWAY FROM ROAD	BOARDWALK
3280	NO	NO	NO	NO	AWAY FROM ROAD	BOARDWALK
3320	NO	NO	YES	YES	AWAY FROM ROAD	BOARDWALK
3700	NO	NO	YES	YES	ALONGSIDE ROAD	BRIDGE
3720	YES	NO	YES	YES	ALONGSIDE ROAD	BRIDGE
3730	YES	NO	YES	YES	ALONGSIDE ROAD	BOARDWALK
3750	NO	YES	YES	YES	ALONGSIDE ROAD	BOARDWALK
3830	YES	YES	YES	YES	ALONGSIDE ROAD	BOARDWALK
3880	NO	YES	YES	YES	ALONGSIDE ROAD	BOARDWALK
4090	YES	YES	YES	YES	ALONGSIDE ROAD	BOARDWALK
4330	NO	YES	YES	YES	ALONGSIDE ROAD	BOARDWALK
4350	NO	NO	YES	YES	ALONGSIDE ROAD	BOARDWALK
4430	NO	NO	NO	NO	AWAY FROM ROAD	STUNNINGS
4620	NO	NO	YES	YES	AWAY FROM ROAD	STUNNINGS
4640	NO	YES	YES	YES	AWAY FROM ROAD	STUNNINGS
4720	NO	YES	YES	YES	AWAY FROM ROAD	BRIDGE
4730	YES	YES	YES	YES	AWAY FROM ROAD	BRIDGE
4740	NO	YES	YES	YES	AWAY FROM ROAD	BRIDGE
4750	NO	YES	NO	NO	ALONGSIDE ROAD	STUNNINGS
4840	NO	NO	NO	NO	ALONGSIDE ROAD	STUNNINGS
5500	NO	YES	NO	NO	ALONGSIDE ROAD	STUNNINGS
5660	NO	YES	NO	NO	ALONGSIDE ROAD	EXISTING
5660	YES	YES	YES	NO	ALONGSIDE ROAD	EXISTING
5870	NO	YES	YES	NO	ALONGSIDE ROAD	EXISTING

1. The start chainage refers to the point at which the existing environment, location or construction type changes.
2. The intertidal zone refers to a level of the existing ground that is below 2.1 metres above ordnance datum (highest astronomical tide) where the proposed greenway route passes through.
3. The flood zone refers to a level of 3.54 metres above ordnance datum (above Flood Zone A) for coastal flooding (representing the acceptable risk level for the greenway) where the proposed greenway route passes through.
4. The SAC and SPA are the Special Area of Conservation and Special Protection Area respectively where the proposed greenway route passes through.
5. The route position refers to the location of the proposed greenway in relation to the existing road. It is either alongside or away from the road.
6. The construction type is as defined in the main section of this report.

**Figure 2: Outline Construction Methodology – Appendix A**

There is approximately 4.1km of the proposed greenway to be constructed alongside the road or very close to the road edge.

**Can ABP please clarify if further information is required on how much of the route is to be constructed directly alongside the Regional Road?**

## 2. Roads/Traffic

### *Traffic Impact Assessment*

2(i) *'Provide a Traffic Impact Assessment to include current usage of the local road network and the impact of the proposed Greenway on all modes of Transport. This should include road safety issues during construction and operation of the Greenway along the side of the R150/151. Account needs to be taken of the cumulative traffic implications of recent permissions for housing developments alongside the route on the local road network.'*

As part of the planning application submission, our understanding was that the Boyne Greenway scheme did not require/warrant a Traffic Impact Assessment as it does not meet the criteria/thresholds outlined in the Traffic and Transport Assessment Guidelines (TII Publications PE-PDV-02045, May 2014).

It is therefore proposed to consider and address the potential traffic impacts during construction stage in a revised Outline Construction Methodology Report. There is no car parking provided and it is envisaged most users will come by train, bus or from Drogheda (or Mornington & Laytown) to use the facility. The road safety issues during the construction stage will be outlined in the Construction Methodology Report. A Road Safety Audit was carried out by an independent engineering consultancy in December 2018, which outlined any road safety issues during the operation of the Greenway along the R150/151. This report will



be updated to incorporate any changes in the scheme design since 2018 and will be submitted as part of the RFI response.

**Based on the above information, can ABP clarify if a Traffic and Transport Assessment (in accordance with TII Publications PE-PDV-02045, May 2014) is required for the Boyne Greenway scheme, or if the above proposed approach is acceptable?**

***Predicted usage of the Greenway***

2(ii) *‘Details should include the predicted nos. of people using the greenway per day. It should be assessed as to seasonal impact and as to whether the proposed width of the Greenway (4m) is adequate to cope with the number using the route.’*

We propose to calculate the predicted number of greenway users, based on data collected from similar greenway schemes in Ireland, along with expert experience and calculations. It is proposed to also include a summary of the predicted usage in a similar format to those included in the recently ABP approved Broadmeadow Estuary Greenway Scheme.

**Can ABP confirm if the above approach will be acceptable?**

***Cumulative traffic implications***

2(iii) *Account needs to be taken of the cumulative traffic implications of recent permissions for housing developments alongside the route on the local road network.’*

Please refer to Item 2(i) above – We do not consider that vehicular traffic envisaged as part of the operational phase of the greenway that would trigger a threshold for a Traffic Impact Assessment. Accordingly, we do not intend on assessing the cumulative traffic impacts associated with committed developments in the locality.

**Based on the above information, can ABP clarify if further details are required?**

***Demarcation and/or Safety Barriers***

2(iv) (a) *‘Details are requested of the demarcation and/or safety barriers etc. proposed between the greenway and the public road.’*

As part of this Boyne Greenway scheme, it is proposed to reduce the speed limit of the R150 and R151 to 50km/hr, in addition to providing a number of traffic calming features such as table-top ramps to reduce vehicle speeds. This would therefore reduce the potential requirement for safety barriers between the vehicular traffic and the vulnerable road users, in accordance with TII Publications, *‘Design of Road Restraint Systems for Constrained Locations (Online Improvements, Retrofitting and Urban Settings, May 2019)’*, Section 9 which includes the design process when considering vehicle restraint systems (e.g. safety barriers) for minor works schemes with reduced speed limits.

As part of the proposed scheme, there is no vehicle restraint systems proposed in the design. A Stage 1 Road Safety Audit has been undertaken which did not request the inclusion of vehicular restraint systems and will be provided as part of the further information (please see 2(i) above).

**Based on the above information, can ABP clarify if further details are required?**



### **Universal Accessibility**

2(iv) (b) *'Details of universal accessibility Greenway for all and for the emergency services.'*

An Accessibility and Mobility Audit will be carried out during the detailed design stage. The scheme is designed with consideration for potential wheelchair users, with gradients designed to a maximum of 1/20. The greenway is away from the R150 regional road from Ch.2260–3690 and Ch.4430-4760. Emergency Access is available at Ch. 2610 and Ch. 2960 for the section of greenway route away from the Regional Road (R150). The maximum travel distance along the greenway route between an emergency access will be approx. 720 metres.

**Based on the above information, can ABP clarify if further details are required?**

### **Pedestrian Crossings**

2(v) *'Further details relative to pedestrian crossings to be provided from the Greenway to Le Cheile and Drogheda Grammar Schools to facilitate pedestrians and cyclists.'*

We confirm the pedestrian crossings have been designed as per the Pedestrian Crossing Specification and Guidance (TII/NRA), the National Cycle Manual (NTA) and the Traffic Signs Manual (DoT). As part of the Detailed Design Stage, further details of pedestrian crossings such as the traffic signals Phasing Diagrams etc. would be outlined.

**Can ABP clarify please the extent of the additional information of this detail required at this preliminary design stage?**

### **Local Access**

2(vi) (a) *'Details on safety measures to be provided for access to local businesses and properties who have vehicular access along the proposed route, including properties on Tower Road, Mornington.'*

Meath County Council considers that sufficient detail has been provided by the inclusion of the typical entrance detail and can confirm that all entrances will be designed to provide adequate sightline distances, meeting the requirements of the Rural Cycleway Design (TII Publication (DN-GEO-03047)) and DMURS.

**Based on the above information, can ABP clarify if further details are required?**

### **Parking Facilities**

2(vii) (b) *'Details of provision for parking facilities at either end of the proposed Greenway and in particular on the dunes as well as access, to the dunes and beach at Mornington.'*

It is not proposed to provide parking at the Dunes, as it is not intended to encourage greenway users into the dunes/Natura 2000 Site. The greenway will link with future proposed cycle schemes along Mornington Road, which are outlined/illustrated in the *'Laytown and Bettystown Walking and Cycling Study'*. A copy of this Study will be submitted as part of the RFI response.

**Based on the above information, can ABP clarify if further details are required?**

2(viii) *'Also, please confirm that there is capacity and agreement for Greenway users to park in Irish Rail's Marsh Road carpark at the Drogheda end. Provide details with respect to cycle parking provision.'*

The Irish Rail carpark is currently pay & display, greenway users may use the car park complying to the pay & display protocols. There is no agreement in place nor is it intended to enter into any such agreement.

**Based on the above information, can ABP clarify if further details are required?**

***Impact on Existing Road & Traffic***

- 2(ix) *‘Details on impact on existing roads and traffic including public transport, bus stops and loss of bus laybys along the route, in particular, at the junction of the R151 with Tower Road Mornington.’*

The proposed ‘in-line’ bus stops at Ch.235 and Ch.5455 are similar to the bus stop layout proposed for the Golf Links Road south of Mornington Village to Bettystown, which are suitable for 50kph urban zone.

**Based on the above information, can ABP clarify if further details are required?**

***Stage 1 RSA***

- 2(x) *‘A Stage 1 Road Safety Audit should be submitted.’*

A Road Safety Audit was carried out by an independent engineering consultancy in December 2018. This Audit will be carried out in accordance with the relevant sections of the Transport Infrastructure Ireland guidance (TII) GE-STY- 01024 December 2017 for Road Safety Audits. This report will be updated to incorporate any changes in the scheme design since 2018 and can be submitted as part of the RFI response (please see Item 2(i) above).

**Based on the above information, can ABP clarify if further details are required?**

**3. Construction issues**

***Construction Methodology Report***

- 3(i) *‘Further details should be submitted relative to the Outline Construction Methodology Report, to include the location of compound areas for construction works, construction traffic/parking areas, construction methodology relative to the bridges including impact on the Protected Structure Mornington Bridge, also the relative impact on the schools along the route. Further details on construction monitoring and mitigation measures should be submitted.’*

Potential compounds locations have not been identified at this stage and it is considered that Meath County Council depots/yards will be made available NS /or Drogheda Port for the storage of materials. Any potential compound location(s) identified during the detailed design stage (to be included in the tender documents) will be subject to a separate planning application (if required).

Construction traffic/parking areas, construction methodology relative to the bridges including impact on the Protected Structure Mornington Bridge, will be included in an updated Construction Methodology Report.

**Based on the above information and outlined updates to the Construction Methodology Report, can ABP clarify if further detail is required?**

**4. Visual Impact**

- 4(i) *‘Visual Impact Assessment to include photomontages of the Greenway showing sections of the route alongside the public road including the area in front of Flogas, the schools, the boardwalk, bridges including Mornington Bridge and road junction with Church Road, the stretch through the former golf driving range, Tower Road junction with the R151, the start point of the Greenway at the monuments at ‘Lady’s Finger’ Mornington and parking areas.’*

At least 5 No. additional photomontages will be undertaken, including views showing sections of the route alongside the public road including the area in front of Flogas, the schools, road junction with Church Road, and the Tower Road junction with the R151.

**Can ABP confirm please if photomontages are required at the following locations, given the scheme does not extend to these areas:**

- **The former golf driving range** - Our proposed route does not go through the golf driving range. There is some minor widening/land required adjacent to the Mornington Road to facilitate the greenway.
- **'Lady's Finger' Mornington and parking areas** - The greenway start point/end point is at Mornington Road/Tower Road junction. The greenway will link with future proposed cycle schemes along Mornington Road which will be outlined in the '*Laytown and Bettystown Walking and Cycling Study*', which is being prepared at present and will be submitted as part of the RFI response.

It is noted that a Landscape and Visual Impact Assessment (LVIA) will be undertaken and submitted as part of our RFI response. The LVIA will identify potential impacts on visual receptors and on landscape character. Possible mitigation measures will also be identified.

**Based on the above information, can ABP clarify if further details are required?**

## **5. Flood Risk**

*5(i) 'Further details need to be provided on flood risk mitigation measures and construction methods in Flood Zone A, relative to the different sections of the greenway including the boardwalk.'*

The flood risk assessment report highlighted the fact that the greenway would only be in Flood Zone A when alongside the road, and therefore constrained by existing road infrastructure. It was also noted in the conclusions that raising the greenway significantly (as much as 1.2 metres above road level in places) would be impractical, commercially restrictive, and visually obtrusive. Therefore, this would not be in keeping with the existing topography at the location and would likely have a negative impact on the aesthetics of the local environment. Furthermore, it would be a reasonable expectation that when the main road based infrastructure is raised above the flood level, or further mitigating flood defences are provided for same as part of a larger construction plan in future, the greenway in these locations would also be raised to match the new road level or benefit from any flood defences.

In terms of mitigating the risk posed where the greenway is in Flood Zone A, it is noted that the greenway in these locations is alongside the road and the construction forms will be robust and resilient and easily maintained by local road maintenance operatives from Meath County Council following any impacting flood event. The construction forms are noted in the report as being bituminous construction in accordance with TII design guidance and where a boardwalk is employed (limited available space) this is to be constructed from recycled plastic elements.

**Can ABP please confirm that the further information required in response to this request relates to further detail on the resilient construction specification of the greenway in respect of bituminous pavements and the recycled plastic boardwalk?**

**Also, is ABP seeking further direction on what measures would be employed in the event of a potential flood occurring, such as road closures and diversions or warning systems?**

It is assumed that ABP is not expecting that the greenway is to have separate defence measures employed that would be different to the main road based infrastructure in these locations.

## **6. Arboricultural Impact and Mitigation**

*6(i) (a) 'A drawing showing tree protection details and locations is referred to in Section 2.2 Mitigation of the Report. For clarity please submit large scale A2 of the arboricultural drawings.'*

Tree protection details and locations are shown on drawings TBOY003 111-115, which were issued as part of the planning package. The drawings were issued at a scale of 1:2000 @A0. From the above text/request it is assumed that ABP require the Tree protection drawings at the same scale, albeit on the smaller A2 sheet size (approx. 10 drawings would be necessary).

**Can ABP confirm the preferred scale of drawings?**

*6(i) (b) 'Details should be submitted relative to landscaping of the greenway and replacement planting to replace biodiversity lost'*

As part of Item 4(i) a Landscape and Visual Impact Assessment (LVIA) will be undertaken. A Landscape Plan will be included with our RFI response, which shall outline the proposed replacement planting along the scheme, with a net overall increase to be provided.

**Based on the above information, can ABP clarify if further details are required?**

## **7. Biodiversity – Ecological Impact Assessment**

*7(iii) 'Provide details of this screening planting'.*

A Landscape Plan will be included with our RFI response, which shall outline the replacement planting along the scheme, with a net overall increase provided.

**Based on the above information, can ABP clarify if further details are required?**

*7(iv) 'Provide details of how the provisions of Objective 1 of the National Biodiversity Action Plan 2017-2021 as they relate to biodiversity loss in particular are addressed'.*

It is acknowledged there will be some temporary impacts on biodiversity resulting from the hedge and tree removal, however these impacts will be ameliorated by the net increase volume of planting processed as part of the Landscaping Proposal, and that the proposed landscaping will be designed and layout structured to ensure low maintenance and maximum growth potential is achieved.

**Based on the above information, can ABP clarify if further details are required?**

## **8. Other Issues**

### ***Lighting/noise***

*8(i) 'Lighting/noise issues - further details are needed to establish that the proposal will not have a negative impact on the designated sites.'*

### ***Lighting***

As per Section 4.5 in the 'Constraints & Preliminary Design Report':

*'No lighting is proposed for the Greenway as a whole, as it will likely be used during daylight hours in the main. Existing lighting associated with the road corridor and existing amenity lands will be maintained. At locations where, additional operational lighting is required for security and safety, it is proposed to install LED lights to avoid emission of UV light with cowlings directed away from estuarine habitats. ....'*

For safety reasons, public lighting is required at the controlled crossings (zebra and toucan crossings) along the scheme on the public road. These will be located at Ch. 40, 2215, 2610 and between Ch.3730-3760 (Church Road/R151 junction). These will be LED based (to avoid emission of UV light) and will be 'cowled' away from estuarine habitats with no light spillage, in line with best practice for bats and birds. A lighting design, including drawing(s) are proposed for inclusion in the response to ABP.

**Based on the above information, can ABP clarify if further details are required?**

### **Noise**

As per the 'Ecological Impact Assessment (EclA) Report':

*'To counteract impact from dogs particularly and avoid noise transfer to birds and other species which may occur on the outward side of the Greenway route the boardwalk barrier will be screened to half height (~600 mm) with full height (~1200 mm) an option in particularly sensitive locations. The screening will be provided by fixing boardwalk running boards to the fence posts.'*

**Based on the above information, can ABP clarify if further details are required?**

### **Amenities/facilities**

8(ii) *'Details as to whether any amenities/facilities are to be provided along the route or at either end of the route.'*

Dedicated amenities/facilities are not proposed along the route, nor at either end of the scheme. There is an existing café in Mornington Town and shops, restaurants and other amenities in Drogheda Town.

**Based on the above information, can ABP clarify if further details are required?**

### **Connectivity**

8(iii) *'Further details of connectivity with other Greenway proposals or cycle routes in proximity or in the wider area.'*

A Study, the 'Laytown and Bettystown Walking and Cycling Study' which outlines/illustrates all the cycle routes/greenway proposals within the wider area of the scheme has been prepared and this will be submitted with the RFI response.

## **9. Regard to Impact on European Sites**

9(a) *'Potential adverse effects on Boyne Estuary Special Protection Area (site code 004080)'*

*'The submission received from the Department of Culture Heritage and Gaeltacht (11th Sept 2020) raises significant concerns in relation to bird survey data and the assessment of that data relied upon to exclude adverse effects on this European Site (Table 6.4 NIS). The similar and expanded concerns of Birdwatch Ireland (10th September 2020) and by a number of well-informed individual submissions is noted.'*

Our Ecological Consultants are undertaking a full winter Low Tide Assessment for all relevant SCI species and additional surveys for ALL other species (e.g. Breeding Kingfisher and Little Tern, Otter) and also an avian disturbance survey, expanded from the survey previously completed. All our surveys are being carried out in line with Best Practice methodology. This information will be submitted as part of the RFI response.

**Based on the above information, can ABP confirm if the above approach is acceptable or if further detail is required?**

*9(a) (v) 'Provide clarity and detail on any proposed post construction bird monitoring of the operation of the Greenway (survey methodology, locations, frequency etc) and how the monitoring scheme could respond to any measured effects if found to occur.'*

It is proposed that two years post construction monitoring will be undertaken and it will be adapted to suit any changes that are identified. However, it is not currently anticipated that any measured effects post construction will be identified.

**Based on the above information, can ABP clarify if the above approach is acceptable?**

*'.....how the monitoring scheme could respond to any measured effects if found to occur.'*

As per above, it is not currently anticipated that any measured effects will be identified. Nevertheless, it is noted that it would be difficult to predict/ quantify potential results of the proposed post construction monitoring at this stage, and to include provision for any potential effects that may never occur or are outside our control e.g. climate – random stochastic events.

**Can ABP please clarify the query relating to 'how the monitoring scheme could respond to any measured effects if found to occur'?**

Given the nature and extent of the Request for Information from An Bord Pleanála and the clarifications sought above, may we suggest that a meeting or telephone call could be beneficial to our understanding of the requested information and would perhaps assist us in the preparation of the information required to address An Bord Pleanála's request.

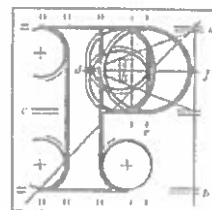
Should An Bord Pleanála be agreeable to a meeting (assuming restrictions permit or alternatively virtually/on-line) or telephone call, we would be available at your earliest opportunity. Please confirm by return if this would be possible.

**Is mise, le meas**



Signed \_\_\_\_\_  
On behalf of **Meath County Council**

Our Case Number: ABP-307652-20



An  
Bord  
Pleanála

Cormac Ross  
Meath County Council  
Buvinda House  
Dublin Road  
Navan  
Co. Meath  
C15 Y291

Date: 7th May 2021

Re: Construction of the Boyne Greenway, pedestrian and cycleway linking Drogheda Town in Co. Louth to Mornington Village in Co. Meath  
Townlands at Ship Street in Drogheda, Co. Louth to Mornington Village in Co. Meath

Dear Sir,

I have been asked by An Bord Pleanála to refer to the above-mentioned case and, in particular, to your letter dated the 15<sup>th</sup> April 2021 in which you sought a number of clarification regarding the Board's request for further information.

Please find response to the items in question as follows:

**Item no.1 Mapping:**

Having regard to the applicant's response, it is suggested that a scale of 1:5000 @A1 is provided. This would result in approximately 10 drawings which should each be provided with a 'Key Plan'. Each drawing should have greater clarity showing the route colour coded to the development type (e.g. Boardwalk). This should also include an outline of areas of the Natura 2000 sites (SACs and SPAs).

**Item no.2 Roads/Traffic**

Details/clarifications and intended responses are noted.

**Item no.3 Construction Issues**

Details/clarifications and intended responses are noted.

Tel	Tel	(01) 858 8100
Glaos Áitiúil	LoCall	1890 275 175
Facs	Fax	(01) 872 2684
Láithreán Gréasáin	Website	www.pleanala.ie
Ríomhphost	Email	bord@pleanala.ie

64 Sráid Maoilbhríde	64 Marlborough Street
Baile Átha Cliath 1	Dublin 1
D01 V902	D01 V902



#### **Item No.4 Visual Impact**

Photomontages are requested for views of the route along the Mornington Road in front of the former golf driving range and from the 'Lady's Finger' Mornington and parking areas, to show the context of the proposed Greenway.

#### **Item no.5 Flood Risk**

The applicant's response is noted relative to the construction of the proposed Greenway particularly in Flood Zone A areas. In relation to your request for clarification, details on the resilient construction specification of the proposed Greenway in respect of bituminous pavements and the recycled plastic boardwalk should be submitted as part of the Construction Methodology Report. Also details on measures to be employed in the event of a potential flood occurring, such as road closures and diversions or warning systems should be submitted.

#### **Item no.6 Arboricultural Impact and Mitigation**

The applicant's response is noted – it is requested that the drawings be submitted at a scale so as to enable trees and landscaping along various sections of the proposed route to be viewed clearly.

#### **Item no.7 & no.8 Biodiversity**

Details/clarifications and intended responses are noted

#### **Item no.9 European Sites**

Details/clarifications and intended responses are noted

In relation to your request for a meeting or other form of communication regarding the clarifications which were sought, I would wish to point out that there is no provision for such direct contact between the inspectorate staff and the applicant, nor would this be considered appropriate in the general context of the application. I trust that the above clarifications will be of assistance to the applicant in formulating its response to the Board's request for further information. I would point out once again that the further information response is due **no later than 5.30 p.m. on the 4<sup>th</sup> March 2022.**

If you have any queries in relation to the above, please do not hesitate to contact me.

Yours faithfully,



Kieran Somers  
Executive Officer  
Direct Line: 01-873 7250

ADHOC

Tell	Tel	(01) 858 8100
Glaao Áitiúil	LoCall	1890 275 175
Facs	Fax	(01) 872 2684
Láithreán Gréasáin	Website	www.pleanala.ie
Ríomhphost	Email	bord@pleanala.ie

64 Sráid Maoilbhríde	64 Marlborough Street
Baile Átha Cliath 1	Dublin 1
D01 V902	D01 V902