

LONGFORD COUNTY COUNCIL

**SECTION 179 OF THE PLANNING AND DEVELOPMENT ACT 2000
(as amended)**

**PART 8 OF THE PLANNING AND DEVELOPMENT REGULATIONS 2001
(as amended)**

PROPOSAL TO CARRY OUT A DEVELOPMENT REFERRED TO AS –

**PART 8 – NO. 128
PEDESTRIAN AND CYCLE IMPROVEMENT SCHEME
ON THE R392 BETWEEN ST. MATTHEW'S
NATIONAL SCHOOL AND MOYGH ROAD JUNCTION,
BALLYMAHON CO. LONGFORD.**

**REPORT IN ACCORDANCE WITH
SECTION 179 OF THE PLANNING AND DEVELOPMENT
ACT 2000 (AS AMENDED)
AND
PART 8 OF THE PLANNING & DEVELOPMENT
REGULATIONS 2001 (AS AMENDED)**

To: The Cathaoirleach and Members of Ballymahon Municipal District.

Being satisfied that the requirements of subsections (1) and (2) of Section 179 of the Planning and Development Act 2000 as amended, and Articles 79 to 85 inclusive of the Planning and Development Regulations 2001 (as amended) have been fully complied with in relation to the above proposed development, I have prepared the attached report in accordance with the requirements of subsection (3) of Section 179 of the Planning and Development Act 2000 as amended and formally submit same to the Cathaoirleach and members of Ballymahon Municipal District for consideration.

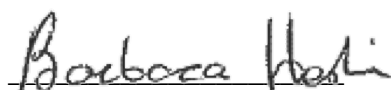
1. Site location and description of the proposed development.
2. The nature and extent of the proposed development and the principal features thereof are as set out in Section 2 of the Report.
3. Section 3 of the report evaluates the consistency of the development with the proper planning and sustainable development of the area to which the development relates, having regard to the provisions of the Longford County Development Plan 2021-2027.

I am satisfied that all issues have been fully considered in the evaluation and that the proposed development is consistent with the proper planning and sustainable development of the area to which the development relates, having regard to the provisions of the Longford County Development Plan 2021-2027, for the reasons set out in the report.

4. The persons and bodies who made submissions or observations with respect to the proposed development in accordance with the provisions of the above Act and Regulations are listed under Section 4.
5. Section 5 sets out details in relation to Appropriate Assessment.
6. Section 6 sets out the EIA Screening Determination.
7. Section 7 sets out the recommendation of the Planning Authority in relation to the proposed development regarding the planning considerations and referral submission received.

In accordance with the provisions of Section 179(3)(b)(v) of the Planning and Development Act 2000 (as amended) I recommend that the proposed development should be proceeded with subject to the modifications/amendments listed in Section 7 of the attached report.

Dated this the: 7 May 2025



**Barbara Heslin,
Director of Services.**

Note:

Planning and Development Act 2000 (as amended) – Subsection 4 of Section 179.

- (4) (a) The members of the local authority shall, as soon as may be, consider the proposed development and the report of the Chief Executive under subsection (3).
- (b) Following consideration of the Chief Executive's Report under paragraph (a), the proposed development may be carried out as recommended in the Chief Executive's Report, unless

the local authority, by resolution, decides to vary or modify the development, otherwise than as recommended in the Chief Executive's Report, or decides not to proceed with the development.

- (c) A resolution under paragraph (b) must be passed not later than 6 weeks after receipt of the Chief Executive's Report.



Longford County Council
PLANNING DEPARTMENT

PART VIII – NO. 128

**Pedestrian and Cycle Improvement Scheme on the R392
between St. Matthew's National School and Moygh Road
Junction, Ballymahon Co. Longford.**

Report in Accordance with
Section 179 of the Planning and Development Act 2000
(as amended)
and
Part 8 of the Planning & Development Regulations 2001
(as Amended)

April 2025

1. INTRODUCTION/ SITE LOCATION

The proposal site encompasses a section of the R392 on the outskirts of Ballymahon, Co. Longford, which forms part of the R-392 Regional Road, extending from St. Matthew's National School to the Moygh Road Junction and measures approximately 350m in length. The subject works lie within the hardstanding along this section of the R392 and include a narrowing of the carriageway. The proposal works area is indicated in Fig. 1 and Fig. 2 below. The proposed development will provide for the Segregated pedestrian and cycle facilities for approximately 350m along the R392 between Saint Matthews National School and Moygh Road Junction (L1128), widening of existing footpaths, realignment and narrowing of carriageway, junction tightening works and provision of 2 no. raised pedestrian crossing along the R392. The works will also include the construction of a new boundary wall, additional signage and road markings and all other associated site works.



Fig. 1: Extent of Proposal Works Outlined in Red



Fig. 2: Aerial Image of Subject Site (Source: Google Maps)

2. NATURE AND EXTENT OF PROPOSED DEVELOPMENT

The proposed works, as outlined in the submitted Part 8 application plans and particulars, include the following:

- Segregated pedestrian and cycle facilities for approximately 350m along the R392 between Saint Matthews National School and Moygh Road Junction (L1128).
- Widening of existing footpaths.
- Realignment and narrowing of carriageway, junction tightening works and provision of 2 no. raised pedestrian crossing along the R392.
- The works will also include the construction of a new boundary wall, additional signage and road markings.
- All other associated site works.

3. PLANNING CONSIDERATION/ EVALUATION

The subject site is located within the functional area of Longford County Council and within the development envelope of the settlement of Ballymahon, and therefore the provisions of the Longford County Development Plan (CDP) 2021-2027 apply. Despite its location within the town of Ballymahon, the subject site is not zoned as it comprises of the carriageway of the R-392 route as defined up to the boundary lines either side of this route. The buildings and areas extending beyond the carriageway, and therefore the extent of the subject site, are zoned under the provisions of the Ballymahon Zoning Map, with the majority of these land uses classified as 'Residential' with some areas designated 'Social/Community/Public Utility' and 'Town Core'

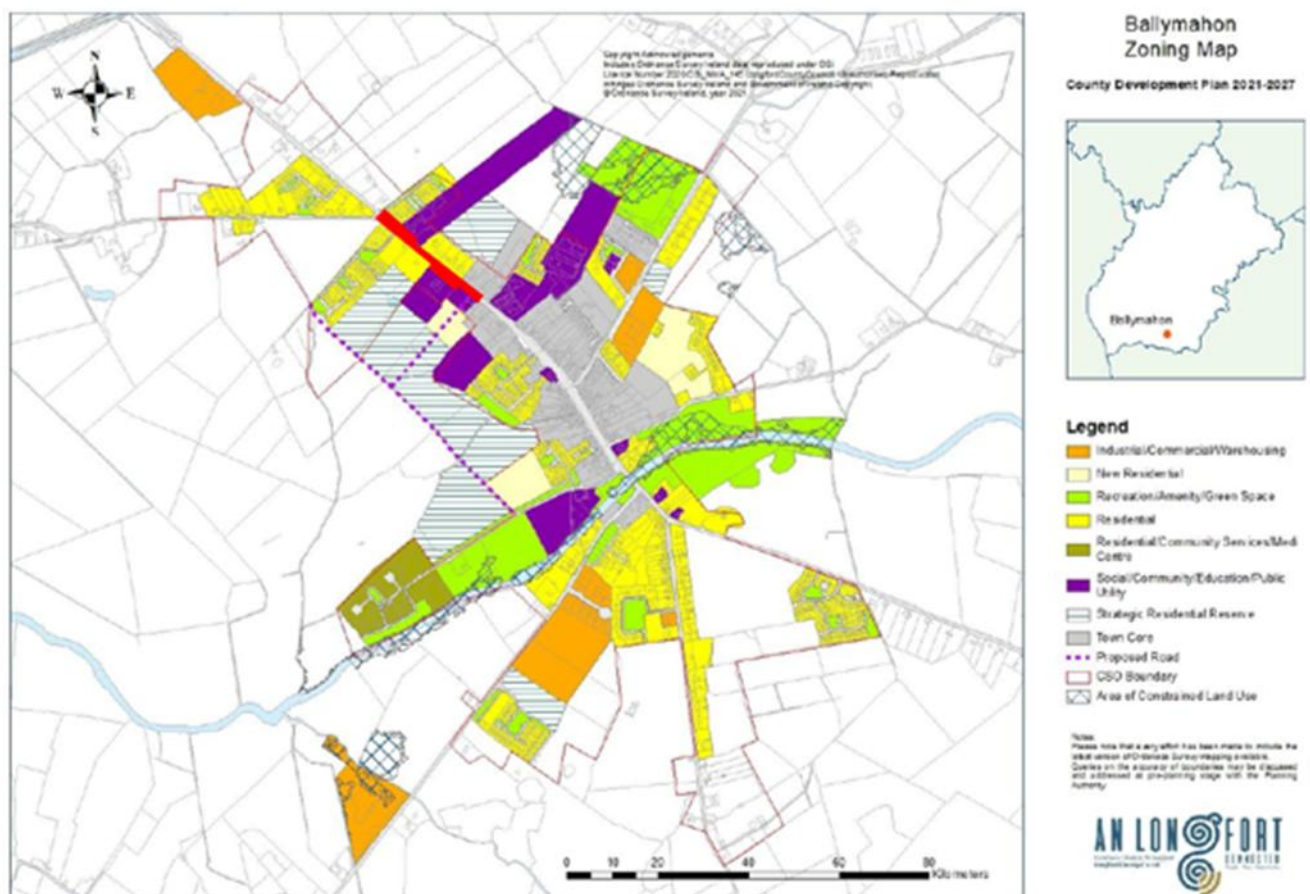


Fig 3 – Ballymahon Zoning Map (Site outlines in red)

Notwithstanding the fact that the subject site is not zoned, there are a number of policies within the CDP which relate to urban centre, public realm, traffic and parking improvements which are as follows:

Longford County Development Plan 2021-2027 Relevant Policy Objectives:

CPO 5.48

Retrospectively provide public transport, walking and cycling infrastructure and facilities in existing development areas to achieve growth in sustainable mobility.

CPO 5.68

Promote walking through the development and expansion of a network of safe walking trails within towns and villages and their environs. Such routes can link with existing walking trails, Sli na Slainte and the Green Infrastructure Network and existing or new public rights of way.

CPO 6.10

Encourage the development of improved connectivity, provision of services and good quality public realm in urban locations and create an environment for investment in high quality residential development and supporting services and amenities such as schools, shops, recreation areas and open spaces.

CPO 7.3

Provide alternatives to the car and to prioritise and promote cycling and walking in the design of streets and public spaces.

CPO 7.8

Promote the development of healthy and attractive places by ensuring:

- Provision of open space should consider types of recreation and amenity uses required;
- Public open spaces to have good connectivity and be accessible by safe, secure walking and cycling routes;

- Open space to be planned for on a multi-functional basis incorporating ecosystem services, climate change measures, Green Infrastructure and key landscape features in their design.

CH 10.26

Develop public open spaces in all of Longford's towns that have good connectivity and are accessible for safe, secure walking and cycle routes.

Upon examination of the proposal in the context of the above policies, it is considered that the proposed development is in keeping with the policies as outlined in the Longford County Development Plan 2021-2027.

As such it is considered that the proposed development is substantially in keeping with the zoning as outlined in the Longford County Development Plan 2021-2027.

4. PUBLIC/ STATUTORY BODIES CONSULTATION, SUBMISSIONS, REPORTS, ETC.

The proposed works were duly and properly notified as required by Section 179 of the Planning and Development Act, 2000 (as amended) and Part 8 of the Planning and Development Regulations 2001 (as amended).

The plans and particulars for the proposed Pedestrian and Cycle Improvement Scheme on the R392 between St. Matthew's National School and Moygh Road Junction, Ballymahon Co. Longford; were made available for public inspection at the offices of Longford County Council, Áras an Chontae, Great Water Street, Longford and during official public opening hours, excluding weekends and bank holidays, and online from Friday 31st of January 2025 up to and including Monday 03rd of March 2025.

Submissions or observations with respect to the proposed development, dealing with the proper planning and sustainable development of the area in which the development would be situated, were invited to be made in writing to the Planning Section, Longford County Council, Áras an Chontae, Great Water Street, Longford, Co. Longford to arrive not later than 4pm on Wednesday the 18th of March 2025.

4.1 Submissions:

19 no. submissions were received during the consultation timeframe. The matters raised in the submission have been responded to by Longford Co. Co. Active Travel Section as follows:

Submission no.	Name	Objection summary	Active-Travel Response
1, 3, 8, 10, 14, 15, 16, 17	Ann Gill, Seamus Fox, Jenny White, Marie O'Dowd, Olive McKeogh, Peter Dennehy, Robert Lovell, Ronan O'Ceallaigh	Increased traffic congestion, disruption to incoming traffic.	National and regional transport policies and plans have recognised that it is not feasible or sustainable to accommodate continued demand for car use. In contrast, sustainable modes (walking, cycling etc) can cater for very high volumes of movement in a far more efficient manner. Policies and plans, therefore, promote sustainable modes of travel and acknowledge that in the absence of demand management, a certain level of car congestion is inevitable. The aim of this scheme is to encourage more walking, cycling and more accessible streets for everyone. The proposed measures to be implemented with this project which include carriageway narrowing, and raised pedestrian crossing points will have a traffic calming effect but will not contribute to added congestion or reduced traffic capacity.
1, 12, 15	Ann Gill, Niall Dowler, Peter Dennehy	Noise and Air Pollution	The main factors which determine the level of road noise and air pollution are traffic volume, speed, levels of congestion and the proportion of HGVs. The creation of a permeable street network which promotes walking and cycling will also lead to reductions in vehicular traffic and less concentration of traffic and consequently of noise and air pollution. Active travel schemes are designed to shift more journeys away from car use to walking and cycling with aim to lower noise and improve air quality and create safer, healthier streets for everyone.

5,7	Enda Murtagh, Inez Finn	Reduction in parking	There is a limited reduction of parking of 7 number parking spaces, all contained within the grounds of St Matthews National School. Prior consent with the school has been acquired in advance of this Part 8.
1,	Ann Gill	Consultation	The scheme was subject to a Part VIII planning process during which consultation was carried out and submissions/observations were submitted by members of the public. Schools, property owners and businesses whose properties are to be directly affected by the scheme proposal were consulted.
4,16, 17, 18	Ciaran O'Hanlon, Robert Lovell, Ronan O'Ceallaigh, Sean Gilbride	Moygh Road Junction, Tailbacks on Longford approach, Difficulty turning right existing Moygh rd.	The proposed scheme will have a positive impact on the operation of the Moygh Road junction with the R392 from what currently operates. The proposals include a raised pedestrian crossing at Ballymahon Vocational school which will significantly reduce traffic speeds at the mouth of the junction making it both easier and safer to exit from the junction. Nevertheless a yellow box junction can be installed opposite the mouth of this junction on the R392 to appease any concerns.
4, 11, 12	Ciaran O'Hanlon, Mariea Manley, Niall Dowler	School Bus Parking	The proposed scheme does not impact on current bus parking arrangements.
2,	Brendan Flynn	School Bus Parking Area	The provision of a school bus parking area is outside the scope of the proposed scheme.
1, 3, 6,15	Ann Gill, Caitriona & Patrick Claffey, Gerry Ellis, Peter Dennehy	Community Engagement	The scheme was subject to a Part VIII planning process during which consultation was carried out and submissions/observations were submitted by members of the public. Schools, property owners and businesses whose properties are to be directly affected by the scheme proposal were consulted.
1, 3, 4, 6, 9, 11,15, 16, 17	Ann Gill, Caitriona & Patrick Claffey, Ciaran O'Hanlon, Gerry Ellis, John Byrne, Mariea	Lidl Development	The parking/access arrangements associated with the Lidl development are subject to a separate planning application and beyond the scope of the current scheme.

	Manley, Peter Dennehy, Robert Lovell, Ronan O'Ceallaigh		
4, 6, 7,9, 14, 15, 17,	Ciaran O'Hanlon, Gerry Ellis, Inez Finn, John Byrne, Olive McKeogh, Peter Dennehy, Ronan O'Ceallaigh	6m Road Width	The scheme provides active travel facilities for non-motorised and vulnerable road users and a reduction in carriageway width is consistent with the speed limit that applies and consistent with Government policies and current design standards (DMURS). The reduction of the carriageway width will allow continued unobstructed use by HGV's and agricultural vehicles while creating a traffic calming effect which also affords more space for vulnerable road user infrastructure.
4, 17	Ciaran O' Hanlon, Ronan O' Ceallaigh	Extra Pedestrian Crossing	The additional pedestrian crossing located opposite the Ballymahon Vocational School will have a minimal impact on the existing capacity of the R392 at this location and has been designed in accordance with current standards. This crossing which is raised will directly serve pedestrian students attending the Vocational school from the Moygh road and Moyvale estate but will also serve as a gateway speed control feature for traffic entering the denser residential zone of Ballymahon town thus improving road safety.
4	Ciaran O'Hanlon	Economic Viability Study	The carrying out of a Economic Viability Study is beyond the scope of the current scheme.
4	Ciaran O'Hanlon	Homogenising Town Characteristics	The scheme lies outside the commercial centre of Ballymahon and has been designed in compliance with current standards.
4	Ciaran O'Hanlon	Overall functional parking plan for the town.	The development of an overall functional parking plan for the town is beyond the scope of the current scheme.
5, 6, 7, 9,12, 16, 17	Enda Murtagh, Gerry Ellis, Inez Finn, John Byrne, Niall Dowler, Robert Lovell, Ronan O'Ceallaigh	Existing Traffic volume not considered	The proposed scheme will have a minimal impact on the operation of the existing road network or traffic flows or road capacity.

5, 15	Enda Murtagh, Peter Dennehy	Public Safety and Safety of those attending both the primary and secondary schools	The design of this scheme is focused around improving road safety for the for students attending the three main schools of the town and also the wider public in general. This is achieved through controlling speeds as part of the carriageway narrowing measures, provision of dedicated and compliant footpath and cycle facilities, and provision of dedicated pedestrian crossing facilities. A road Safety Audit has been undertaken by an independent team and the outcomes of which have been incorporated into the design.
5	Enda Murtagh	Outsource the design stage to professional roads architects / engineers consultants.	The preliminary design has been designed by externally appointed Consultants who are experienced in Active travel design, on behalf of Longford Co. Council.
9	John Byrne	What traffic data was used?. Have traffic flow models through the town been carried	Traffic surveys were carried out along the R392 April 2023 and included speed surveys and traffic counts within the site of the proposed scheme. The scheme has been designed in accordance with the relevant applicable design standards that include DMURS (Design Manual for Urban Roads and Streets) and the Cycle Design Manual (Sept 2023). The proposed scheme will not generate any additional vehicular traffic movements onto the existing road network and is therefore below the threshold for requiring a traffic and transport assessment at preliminary design stage.
9	John Byrne	No joined up thinking between proposed developments at Lidl and the 3 schools.	The developments at Lidl and the 3 schools are subject to a planning process which will take account of other developments locally.
9,	John Byrne	2 no. pedestrian crossings within 70m.	The pedestrian crossings have been designed in accordance with current standards.
9, 17	John Byrne, Ronan O'Ceallaigh	The maps used appear to be out-of-date and are misleading.	The background maps used for both the Site Layout and Site location are from the Ordnance Survey and used under licence, these are the most up-

			to-date maps available and reflect the current layout of St. Matthews National school buildings.
10, 13, 15	Marie O'Dowd, Nora Concannon, Peter Dennehy	Negative impact on business.	The scheme lies outside the commercial and business core of Ballymahon town and will have a negligible impact on businesses of the town.
1, 2, 4, 6, 11, 12, 15	Ann Gill, Brendan Flynn, Ciaran O'Hanlon, Gerry Ellis, Mariea Manley, Niall Dowler, Peter Dennehy	School drop-off	The scheme will have a minimal impact on how school drop-offs currently operate.
11	Mariea Manley	Public lighting on N55.	The provision of public lighting on the N55 is beyond the scope of the current scheme.
4, 6, 12, 15, 17,	Ciaran O'Hanlon, Gerry Ellis, Niall Dowler, Peter Dennehy, Ronan O'Ceallaigh	Emergency Services	The scheme will have a minimal impact on how the emergency services would operate along the length of the scheme.
4, 12	Ciaran O'Hanlon, Niall Dowler	Alternative site identified for school buses,	The identification of an alternative site for school buses is beyond the scope of the current scheme.
12	Niall Dowler	Meeting held between LCC and a select number of Ballymahon Traders Association.	This meeting was held as part of the normal Part 8 consultation process.
13	Nora Concannon	No demand for cycle tracks	The delivery of safe cycling infrastructure to encourage more people to walk and cycle as a regular , greener and more sustainable mode of transport is strongly supported by a number of National policies and plans.
9, 15	John Byrne, Peter Dennehy	Ballymahon not mentioned in Part 8.	Ballymahon clearly referenced in Part 8 Site Notice and Newspaper Advert.
15	Peter Dennehy	The Ballymahon Town Team has been working with Longford County Council Regeneration Officers to deliver an URBACT Programme as part of an URBACT Local	The main aim of URBACT is as a learning exchange, allowing municipalities to learn from each other and to bring that information back to our local communities and does not form part of the Part 8 planning process.

		Group (ULG) and would request that this process be given the chance it deserves to be Implemented.	
6, 16, 17	Gerry Ellis, Robert Lovell, Ronan O'Ceallaigh	Informed traffic assessment would be done as part of the next phase of this project after Part 8	The scheme has been designed in accordance with the relevant applicable design standards that include DMURS (Design Manual for Urban Roads and Streets) and the Cycle Design Manual (Sept 2023). The proposed scheme will not generate any additional vehicular traffic movements onto the existing road network and is therefore below the threshold for requiring a traffic and transport assessment. Nevertheless Longford Co. Council are committed to the undertaking of a traffic and transport assessment at the next phase of this project which will be the detailed design.
17	Ronan O'Ceallaigh	TII standards DN-GEO-0306, traffic assessment is required. High/Low Volume of pedestrians and/or cyclists. Then proposed width is based on "High Volume".	The quoted Tii standard is not applicable to this scheme. The scheme has been designed in accordance with the Design Manual for Urban Roads and Streets, (DMURS) and the Cycle Design Manual (September 2023). These are the principle and relevant design standards which are mandatory when providing new or modifying existing urban roads and streets within the 50km/h urban speed limit zone. Longford Co. Council are committed to the undertaking of a traffic and transport assessment at the next phase of this project which will be the detailed design.
17	Ronan O'Ceallaigh	Folio LD3832 protected Bird, Barn Owl.	At the time of writing this report, no trees or disturbance of nesting or roosting sites are envisaged as part of this project. Longford Co. Council will liaise closely with NPWS if any such works are found to be necessitated.
17	Ronan O'Ceallaigh	Folio LD3832, is a site of an Irish State built a World War 2 nuclear bunker	Longford Co. Council have conducted a search through our archives and consulted with our Heritage officer and can find no such reference to this structures existence. Longford Co.

			Council have also made enquiries with local historians and the landowner and have unearthed no knowledge of this alleged structures existence. A visual ground survey has also been undertaken by Longford Co. Council on the site specifically where the boundary wall is to be set back and there is no evidence of any such structure in proximity to the proposed works.
4, 9, 17	Ciaran O'Hanlon, John Byrne, Ronan O'Ceallaigh	Lidl traffic assessment based on 7m wide road and not 6m	The R392 road at the entrance to the Lidl site is not being altered as part of this project and will remain at it's current width. It is not envisaged that the proposed 6m carriageway on the approach from Longford as part of this project will impact on the capacity of this road nevertheless Longford Co. Council are committed to the undertaking of a traffic and transport assessment at the next phase of this project which will be the detailed design.
17	Ronan O'Ceallaigh	Running alongside Folio LD3832, is a dry stone wall.	The dry stone wall will be rebuilt in the new set back position by suitably qualified contractors.
15, 17	Peter Dennehy, Ronan O'Ceallaigh	Large farming equipment difficulty passing in 6m Carriageway	The scheme has been designed in accordance with the Design Manual for Urban Roads and Streets, (DMURS), this is the principle design manual for urban roads and streets and is mandatory when providing new or modifying existing urban roads and streets within the 50km/h urban speed limit zone. The reduction of the carriageway width will allow continued unobstructed use by HGV's and agricultural vehicles while creating a traffic calming effect which also affords more space for vulnerable road user infrastructure.
10, 11, 13	Marie O'Dowd, Mariea Manley, Nora Concannon	Additional parking a greater need.	The provision of additional parking is outside of the scope of the present contract.
3, 4, 12, 15, 16, 17	Seamus Fox, Ciaran O'Hanlon, Niall Dowler, Peter Dennehy, Robert Lovell	No Feasibility study	This project is being delivered and funded through the National Transport Authority's Project Management Guidelines which align to the National Infrastructural Guidelines by the Department of

			Public Expenditure, NDP Delivery and Reform. As part of this project approval process, a feasibility and options report was prepared and submitted to the National Transport Authority with approval granted to proceed to Part 8 in 2023.
19	Uisce Eireann (UE)	Uisce Eireann does not permit build over of its assets. Confirmation of Feasibility must be acquired from UE if it is proposed to build over or divert water or waste water network as part of this project. Alternatively revised plans to be submitted for approval to UE that indicate the required separation and distances per UEs standards to accomodate the existing UE infrastructure within the site.	Noted. Longford County Council will engage with Uisce Eireanns diversions Team to assess feasibility of build over/diversion.

4.2 Internal Reports

No reports received.

5. APPROPRIATE ASSESSMENT

The proposed development was the subject of a Stage 1 Appropriate Assessment Screening, a report was undertaken by Avrio Environmental Management in which it has identified 5 relevant European Site within the Likely Zone of Impact which is 15km from the proposed site. These sites were Lough Ree SAC, Lough Ree SPA, Ballymore Fen SAC, Mount Jessop Bog SAC ad Fotrwilliam Turlogh SAC. After assessment of the qualifying interests of each of the Designate Sites it was determined that none of these sites were location within the Likely Zone of Impact and no further assessment was required

The Appropriate Assessment Screening Report concluded that *“In accordance with Article 6(3) of the Habitats Directive, the relevant case law established best practices and the precautionary principle, this NIS Stage 1 Screening Report has examined the details of the project in relation to the relevant Natura 2000 sites within 15km of the application site. In view of the best scientific knowledge and on the basis of objective information, it can be concluded that this application, whether individually or in combination with other plans and projects, will have no impact upon any Natura 2000 sites. The integrity of these sites will be maintained, and the habitats and species associated with these sites will not be adversely affected. It is of the opinion of this author that this application does not need to proceed to Stage II of the Appropriate Assessment process, provided that the mitigation measures in-built into the design process of this development are adhered to, including Implementation of a Construction Environmental Plan (CEMP) to ensure that all construction activities on-site will adhere to best practice environmental guidance.”*

Therefore, on the basis of the detailed report and the assessment undertaken by the Planning Authority and given the nature and extent of the proposed development, as well as its location, it is not considered that the development would result in any significant impacts on the Natura 2000 network.

Having reviewed the qualifying interests (habitats and species related interests) of the Natura 2000 sites closest to the proposed development, it is considered that there are no likely adverse impacts arising from the proposed development on the integrity of the Natura 2000 network. Accordingly, it is considered that there is no requirement to progress to a full Appropriate Assessment in this case.

6. EIA SCREENING

An EIAR screening report has been submitted as part of the application, the report concludes “The Proposed Scheme does not constitute the nature or scale of any class of development within Schedule 5, Part 1 or Part 2 of the Planning and Development Regulations 2001, as amended. The Proposed Scheme is not a prescribed road type identified in Section 50. (1) (a) of the Roads Act 1993, as amended. The Proposed Scheme does not satisfy the criteria outlined in part (a) of Regulation 8 of the 1994 Regulations and does not exceed the length thresholds of part (b) of Regulation 8 of the 1994 Regulations.

The Proposed Scheme was therefore considered as sub-threshold and assessed against the criteria outlined in Annex III of the EIA Directive. This sub-threshold assessment has determined that significant environmental effects are unlikely as a result of the construction or operation of the Proposed Scheme. It is therefore considered that an Environmental Impact Assessment is not required for the Proposed Scheme.”

Therefore, It is considered that the proposed development is not a development type listed under Part 1 or 2 of Schedule 5 of the Planning & Development Regulations (PDR) 2001 (as amended) nor is it considered a sub-threshold development for the purposes of Schedule 7 of the PDR and will not on its own or cumulatively with other projects result in significant effects on the environment and as such an EIAR is not required.

7. RECOMMENDATION

Having regard to the above-mentioned planning considerations and to the submissions and observations received, it is considered that the proposed development would be in accordance with the proper planning and sustainable development of the area and that the proposals align with the policy objectives and the development management standards of the Longford County Development Plan 2021-2027. It is therefore recommended that the proposed development now be proceeded with, subject to all additional requirements indicated in the Uisce Eireann submission being included in the proposed development.

Any layout alterations as a result of these additional requirements shall be submitted to the Planning Authority for file purposes.



Date : 28/04/2025

Rita Connaughton
Senior Planner

Appendix 1 AA and EIAR Screening

AA Screening Form

STEP 1. Description of the project/proposal and local site characteristics:

(a) File Reference No:	Part 8 No.128
(b) Brief description of the project or plan:	Permission Pedestrian and Cycle Improvement Scheme on the R392 between St. Matthew's National School and Moygh Road Junction
(c) Brief description of site characteristics:	Ballymahon, Co. Longford
(d) Relevant prescribed bodies consulted: e.g. DHLGH (NPWS), EPA, OPW	None
(e) Response to consultation:	NA

STEP 2. Identification of relevant Natura 2000 sites using Source-Pathway-Receptor model and compilation of information on Qualifying Interests and conservation objectives.

European Site (code)	List of Qualifying Interest/Special Conservation Interest ¹	Distance from proposed development ² (km)	Connections (Source-Pathway-Receptor)	Considered further in screening Y/N
Lough Ree SAC (000440)	https://www.npws.ie/protected-sites/sac/(000440)	5km	None	N
Lough Ree SPA (000440)	https://www.npws.ie/protected-sites/sac/(000440)	5km	None	N
Ballymore Fen SAC (002313)	https://www.npws.ie/protected-sites/sac/(002313)	11km	None	N
Mount Jessop Bog SAC (002202)	https://www.npws.ie/protected-sites/sac/(002202)	11.8km	None	N
Fortwilliam Turlough SAC (000448)	https://www.npws.ie/protected-sites/sac/(000448)	14km	None	N

¹ Short paraphrasing and/or cross reference to NPWS is acceptable – it is not necessary to reproduce the full text on the QI/SCI.

² If the site or part thereof is within the European site or adjacent to the European site, state here.

STEP 3. Assessment of Likely Significant Effects

(a) Identify all potential direct and indirect impacts that may have an effect on the conservation objectives of a European site, taking into account the size and scale of the project under the following headings:

Impacts:	Possible Significance of Impacts: (duration/magnitude etc.)
<p>Construction phase e.g.</p> <ul style="list-style-type: none"> • Vegetation clearance • Demolition • Surface water runoff from soil excavation/infill/landscaping (including borrow pits) • Dust, noise, vibration • Lighting disturbance • Impact on groundwater/dewatering • Storage of excavated/construction materials • Access to site • Pests 	NA
<p>Operational phase e.g.</p> <ul style="list-style-type: none"> • Direct emission to air and water • Surface water runoff containing contaminant or sediment • Lighting disturbance • Noise/vibration • Changes to water/groundwater due to drainage or abstraction • Presence of people, vehicles and activities • Physical presence of structures (e.g. collision risks) • Potential for accidents or incidents 	NA
In-combination/Other	NA

(b) Describe any likely changes to the European site:

<p>Examples of the type of changes to give consideration to include:</p> <ul style="list-style-type: none"> • Reduction or fragmentation of habitat area • Disturbance to QI species • Habitat or species fragmentation • Reduction or fragmentation in species density • Changes in key indicators of conservation status value (water or air quality etc.) • Changes to areas of sensitivity or threats to QI • Interference with the key relationships that define the structure or ecological function of the site 	NA
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(c) Are 'mitigation' measures necessary to reach a conclusion that likely significant effects

can be ruled out at screening?

☐ Yes ☐ No

No

Step 4. Screening Determination Statement

The assessment of significance of effects:

Describe how the proposed development (alone or in-combination) is/is **not likely** to have **significant** effects on European site(s) in view of its conservation objectives.

Given the nature and scale of the development proposed, and given that there is no direct hydrological link to a Natura 2000 site, it is considered that there is no potential for significant effects on the Natura 2000 network arising from the proposed works either alone or in combination with other plans and/or projects by way of a loss fragmentation, disruption, disturbance to habitats, species or habitats of species that are of conservation interest.

Conclusion:

	Tick as Appropriate:	Recommendation:
(i) It is clear that there is no likelihood of significant effects on a European site.	X	The proposal can be screened out: Appropriate assessment not required.
(ii) It is uncertain whether the proposal will have a significant effect on a European site.	<input type="checkbox"/>	<input type="checkbox"/> Request further information to complete screening <input type="checkbox"/> Request NIS <input type="checkbox"/> Refuse planning permission
(iii) Significant effects are likely.	<input type="checkbox"/>	<input type="checkbox"/> Request NIS <input type="checkbox"/> Refuse planning permission
Signature and Date of Recommending Officer:	Rita Connaughton Senior Planner 28/04/25	

EIA Screening Form

Form 1

EIA Pre-Screening	
Establishing a development is a 'sub-threshold development':	
Planning Reference:	Part 8 No.128
Development Summary:	Permission for Pedestrian and Cycle Improvement Scheme on the R392 between St. Matthew's National School and Moygh Road Junction
Was a Screening Determination carried out under Section 176A-C?	<input type="checkbox"/> Yes, no further action required <input checked="" type="checkbox"/> No, Proceed to Part A
A. Schedule 5 Part 1 - Does the development comprise a project listed in Schedule 5, Part 1 , of the Planning and Development Regulations 2001 (as amended)? (Tick as appropriate)	
<input type="checkbox"/> Yes, specify class _____	EIA is mandatory No Screening required
<input checked="" type="checkbox"/> No	Proceed to Part B
B. Schedule 5 Part 2 - Does the development comprise a project listed in Schedule 5, Part 2 , of the Planning and Development Regulations 2001 (as amended) and does it meet/exceed the thresholds? (Tick as appropriate)	
<input checked="" type="checkbox"/> No, the development is not a project listed in Schedule 5, Part 2	No Screening required
<input type="checkbox"/> Yes the project is listed in Schedule 5, Part 2 and meets/exceeds the threshold, specify class (including threshold): _____ [specify class & threshold here]	EIA is mandatory No Screening required
<input type="checkbox"/> Yes the project is of a type listed but is <i>sub-threshold</i> : _____ [insert here]	Proceed to Part C
C. If Yes , has Schedule 7A information/screening report been submitted?	
<input type="checkbox"/> Yes, Schedule 7A information/screening report has been submitted by the applicant	Screening Determination required
<input type="checkbox"/> No, Schedule 7A information/screening report has not been submitted by the applicant	Preliminary Examination required

