REPORT



EIA Screening Report

Project Title: Summerhill Large Scale Residential Development, Dunboyne

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1. NON-TECHNICAL SUMMARY

Countries within the EU are required to carry out a specific form of assessment (referred to as Environmental Impact Assessment, or EIA) for certain types of developments that *may* have the potential to have significant impacts upon the environment. EIA commences with studying the likely impacts arising from a project and designing various means to mitigate these impacts and is conducted with the assistance of an Environmental Impact Assessment Report (EIAR). The EIAR assesses the final project and determines if, upon further analysis and project re-design there really is going to be a significant impact upon the environment or not.

In order to assist countries, the EU has created a list of certain projects that mandatorily require EIA which are called 'Annex 1' projects – referred in Ireland to 'Part 1' projects.

The project described herein is not a Part 1 project, and does not require EIA under this category

The EU has also created a second-tier list of other 'types' (in Ireland this can also be called a 'class') of projects which are not as potentially impactful to the environment, but could still, if not designed correctly have potential to significantly impact the environment. In Ireland we have established a threshold system for these classes, whereby projects at or exceeding the threshold would also mandatorily require EIA. The EU calls these projects 'Annex 2 types' and here in Ireland we call them 'Part 2 types'.

The project described herein is a Part 2 project, but it does not exceed any of the applicable thresholds, and does not require mandatory EIA under this category.

In instances where a project is a Part 2 type but does not exceed the thresholds (i.e. smaller or less intensive) there is a requirement from the EU for Ireland to determine if, despite the fact it does not exceed the threshold, there is still potential for significant impacts to the environment. This is referred to as 'EIA Screening'. In Ireland such a project is called a 'sub-threshold' project, and a Screening Assessment is needed to determine if EIA is required.

The project described herein is a Part 2 sub-threshold project, and hence is subject to EIA Screening.

This report has been prepared by environmental assessment experts to assist Meath County Council (MCC) in determining if the project described herein is likely to have significant impacts upon the environment such that it needs to undergo EIA and hence an EIAR will need to be produced.

Under EU law, MCC are required to make this determination with respect to likely impacts upon the following environmental criteria:

- population and human health,
- biodiversity,
- land, soil, water, air and climate,
- material assets, cultural heritage and the landscape, and
- the interaction between the factors mentioned in subparagraphs

Table 1-1 on the following page provides a summary of the findings of this report, all of which support the conclusion that the project described herein does not require EIA.

Table 1-1 Summary of Findings

Environmental Criteria	Potential for Significant Impact to the Environment?	
	Yes	No
Population and Human Health		✓
Biodiversity		✓
Land, Soils, Geology, Hydrogeology, Hydrology		✓
Air, Climate, Noise and Vibration		✓
Material Assets (including Waste and traffic)		✓
Cultural Heritage and Archaeology		✓
Landscape and Visual Impact		✓
Cumulative		✓
Interaction		✓
EIA Screening Determination	**Does the Project Described Herein Require EIA?**	
	Yes	**No**
		✓

Conclusion: The project described herein <u>is</u> a Part 2 sub-threshold project, and has been Screened as <u>not</u> requiring EIA under this category.

Where to Find Information to Support the Above Findings	
Section 2	Provides much greater detail of the legislative context for this report
Section 3	Provides more detail regarding how this project is considered to be a sub-threshold project.
Section 4	Describes the aspects of the project with potential to result in alterations to the surrounding environment.
Section 5	Details the process for establishing a zone of influence (ZOI) for the project, and also for identifying other developments (called 'cumulative' developments) that could add to/detract from the possible alterations to the environment produced by this project within this zone.
Section 6	Describes the environment the project is located within and the ability of that environment to facilitate the project.
Section 7	Assesses the likely environmental impact arising from this project and any cumulative projects, taking into account any mitigation measures. Includes statements for each environmental criteria as to whether there is likely to be a significant environmental impact.

2. INTRODUCTION

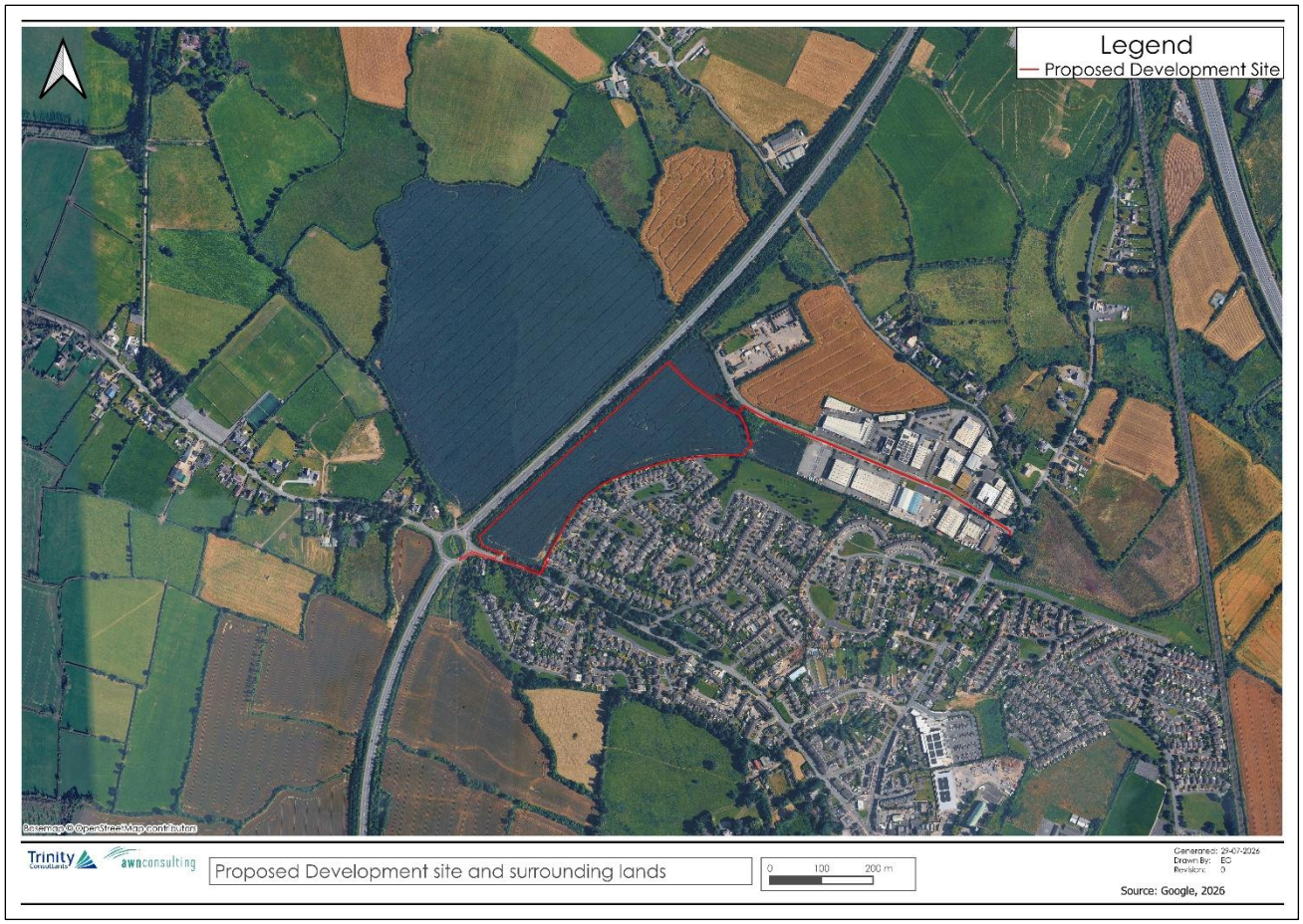
On behalf of Solkerry Ventures Limited ('the Applicant'), AWN Consulting Limited ('AWN') has prepared the following Environmental Impact Assessment (EIA) Screening Report in relation to the large scale residential development consisting of 248 units and a childcare facility on a c.6.86 ha site located on lands bounded by the Summerhill Road (L2228) to the south-west, R157 to the north, Plunket Hall Estate to the south and Dunboyne Business Park to the east, Dunboyne, Co. Meath.

The Proposed Development comprises of greenfield lands with a treeline to the south, west and north. The site is bound to the north and west by the R157 with agricultural lands and a number of small farmhouses interspersed, to the south by Summerhill Road, L2228 and residential developments and to the east by a large residential development and Dunboyne Business Park.

The Bennetstown Stream source, a tributary of the Tolka River, is located at the northeast boundary of the site. From there it flows c.115m eastwards before joining the Tolka River which flows into the Tolka Estuary c.19.2 km from the Proposed Development works.

The 'Proposed Development' site (hereafter referred to as 'the site') is outlined in red on Figure 2-1. The Proposed Development is described in further detail in Section 4 below.

Figure 2-1 Proposed Development site (in red)[1]



[1] Source: MR-ALTU-XX-00-DR-A–P101

The purpose of this report is to provide the Competent Authority (Meath City Council (MCC)) with the information for this sub-threshold project required under Schedule 7A[2] to demonstrate the likely effects on the environment, having regard to the criteria set out in Schedule 7 of the Planning and Development Regulations 2001, as amended. This information will enable MCC to undertake a screening determination for this sub-threshold project in respect of the need for an Environmental Impact Assessment (EIA) Report for the Proposed Development.

There is a mandatory requirement for an EIA to be undertaken for types of development that meet or exceed the relevant 'thresholds' specified in Schedule 5 to the Planning and Development Regulations 2001 (as amended). In addition to the mandatory requirement, there is a case-by-case assessment necessary for sub-threshold developments as they may be likely to have significant effects on the environment. If a sub-threshold development is determined to be likely to have a significant effect on the environment, then EIA will be required.

As the Proposed Development does not meet or exceed the 'thresholds' specified in Schedule 5, AWN have undertaken an assessment of the effects on the environment from the Proposed Development and has concluded that there is no likely significant environmental effects on the receiving environment, therefore a sub-threshold EIA is not required. The assessment is documented in Sections 4, 5, 6 and 7 and covers each aspect of the environment in accordance with guidance (refer to Section 2.1) including; Population and Human Health; Biodiversity; Land, Soils, Geology, Hydrogeology, and Hydrology; Air Quality, Climate, Noise and Vibration; Material Assets including traffic and waste; Cultural Heritage and Archaeology; Landscape and Visual Impact; and the interaction between these factors.

2.1 EIA Screening Legislation and Guidance

The legislation and guidance listed below has informed this report and the method to EIA Screening:

- Guidelines on the Information to be contained in Environmental Impact Assessment Reports. (2022). Environmental Protection Agency.
- Environmental Impact Assessment Screening, OPR Practice Note PN02 (Office of the Planning Regulator, 2021).
- European Union (Planning & Development) (Environmental Impact Assessment) Regulations 2018.
- EU (2024) Interpretation of definitions of project categories of annex I and II of the EIA Directive. European Commission
- Environmental Impact Assessment of Projects – Guidance on Screening. (2017). European Commission.
- Commission notice regarding application of the Environmental Impact Assessment Directive (Directive 2011/92/EU of the European Parliament and of the Council, as amended by Directive 2014/52/EU) to changes and extension of projects - Annex I.24 and Annex II.13(a), including main concepts and principles related to these (2021/C 486/01)
- Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment. (August 2018). Department of Housing, Planning and Local Government.
- European Union Environmental Impact Assessment (EIA) Directive 2011/92/EU as amended by 2014/52/EU.
- Planning and Development Regulations 2001 (as amended).

[2] Planning and Development Regulations 2001 (as amended)

- Planning and Development Act, 2000 (as amended).

The screening process followed in this report is in accordance with the EIA Directive 2011/92/EU of the European Parliament and of the Council as amended by 2014/52/EU and as transposed by the Act[3] and the Regulations[2] and follows the format as per Section 3.2 of the EPA Guidelines (2022). The potential for significant effects of the Proposed Development has been considered against the criteria under Annex III of the EIA Directive 2011/92/EU as amended by 2014/52/EU and Schedule 7 of the Planning and Development Regulations, 2001 as amended.

It is noted that Article 27 of the EIA Directive 2011/92/EU, as amended, states that the '*screening procedure should ensure that an environmental impact assessment is only required for projects likely to have significant effects on the environment*'. This assessment is used to establish whether the Proposed Development is likely to have significant effects on the environment and if EIA is required.

Pursuant to Article 103 of the Planning & Development Regulations 2001, as amended, information on how the available results of other relevant assessments of the effects on the environment carried out pursuant to European Union legislation other than the Environmental Impact Assessment Directive have been taken into account and is included in this EIA Screening report.

The screening process that has been implemented, through Article 103 of the 2001 Regulations (as amended), comprises:

1. a 'preliminary examination' process (Art 103(1)), where the planning authority considers the nature, size or location of the development; and
2. (ii) a 'screening determination' process (Art 103(1B)) where the planning authority considers the information in Art 103(1A) and Schedule 7A of the 2001 Regulations, the criteria in Schedule 7 of the 2001 Regulations, and the other prescribed factors in Art 103(3) of the 2001 Regulations.

Under the 2001 Regulations[2], developers have the opportunity to enter directly into the screening determination process, by submitting the information specified in Article 103(1A) and Schedule 7A of the 2001 Regulations, as provided for in Art 103(1B).

The applicant has elected to provide the information specified in Article 103(1A) and Schedule 7A. The information, as provided in this report, supports a conclusion that the development, i.e. the Proposed Development, can be screened out at the 'screening determination' stage (Article 103(1B)).

Further, and in addition to the information included in this report relevant to Article 103, an Appropriate Assessment Screening Report has been prepared in relation to the likely significant effects on European sites.

2.2 Screening Methodology

The screening process followed in this report is in accordance with the EIA Directive 2011/92/EU of the European Parliament and of the Council as amended by 2014/52/EU and follows the format as per Section 3.2 of the EPA Guidelines (2022).

The key steps to screen for an EIA is set out in Section 3.2 of the EPA Guidelines (2022) are as follows:

1. Is the development a type that that requires EIA?
2. Is it of a type that requires mandatory EIA?
3. Is it above the specified threshold?
4. Is it a type of project that could lead to effects? and/or
5. Is it a sensitive location? and/or

[3] Planning and Development Act, 2000 (as amended)

6. Could the effects be significant?

An assessment of the points 1 to 3 above has been made by AWN against the relevant legislation and thresholds set out in Schedule 5 of the Regulations, this evaluation is documented in Section 23 of this report.

In order to address Steps 4 to 6 above, an evaluation of the characteristics of the project, the sensitivity of the location of the retained development, and the potential for significant impacts has been made with regard to Schedule 7 of the Regulations[2] (Sections 4 to 7 of this report).

Schedule 7 of the Regulations of 2001 sets out the criteria for the Competent Authority to determine whether a development would or would not be likely to have significant effects on the environment. The criteria are broadly set out under the three main headings:

- Characteristics of Proposed Development (Refer to Sections 4 and 5 of this report)

    a. the size and design of the whole of the Proposed Development,
    b. cumulation with other existing development and/or development the subject of a consent for proposed development for the purposes of section 172(1A)(b) of the Act and/or development the subject of any development consent for the purposes of the Environmental Impact Assessment Directive by or under any other enactment (Section 5),
    c. the nature of any associated demolition works,
    d. the use of natural resources, in particular land, soil, water and biodiversity,
    e. the production of waste,
    f. pollution and nuisances,
    g. the risk of major accidents, and/or disasters which are relevant to the project concerned, including those caused by climate change, in accordance with scientific knowledge, and
    h. the risks to human health (for example, due to water contamination or air pollution).

- Location of Proposed Development (Refer to Section 6 of this report)

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

        i. wetlands, riparian areas, river mouths;
        ii. coastal zones and the marine environment;
        iii. mountain and forest areas;
        iv. nature reserves and parks;
        v. areas classified or protected under legislation, including Natura 2000 areas designated pursuant to the Habitats Directive and the Birds Directive and;
        vi. areas in which there has already been a failure to meet the environmental quality standards laid down in legislation of the European Union and relevant to the project, or in which it is considered that there is such a failure;
        vii. densely populated areas;
        viii. landscapes and sites of historical, cultural or archaeological significance.

- Types and Characteristics of Potential Impacts (Refer to Section 7 of this report)

The likely significant effects on the environment of proposed development in relation to criteria set out under paragraphs 1 and 2, with regard to the impact of the project on the factors specified in paragraph (b)(i)(I) to (V) of the definition of 'environmental impact assessment report' in section 171A of the Act, taking into account —

a. the magnitude and spatial extent of the impact (for example, geographical area and size of the population likely to be affected),
b. the nature of the impact,
c. the transboundary nature of the impact,
d. the intensity and complexity of the impact,
e. the probability of the impact,
f. the expected onset, duration, frequency and reversibility of the impact,
g. the cumulation of the impact with the impact of other existing and/or development the subject of a consent for proposed development for the purposes of section 172(1A)(b) of the Act and/or development the subject of any development consent for the purposes of the Environmental Impact Assessment Directive by or under any other enactment, and
h. the possibility of effectively reducing the impact.

Following a review of the EIA Directive (2011/92/EU), as amended by ?(2014/52/EU), Annex III of the Directive determines that the environmental sensitivity of geographical areas, which are likely to be affected by a project, must be considered for case-by-case screening. The list of criteria is identical to those stated in Schedule 7 of the Regulations of 2001 above (i.e. Characteristics of Proposed Development; Location of Proposed Development; and Types and characteristics of proposed impact).

It is important to note that with respect to Schedule 7A – (Information to be provided by the applicant or developer for the purposes of screening sub-threshold development for environmental impact assessment), states '*The compilation of the information at paragraphs 1 to 3 [of Schedule 7A] shall take into account, where relevant, the criteria set out in Schedule 7*' that the main body of this report (Sections 4, 6 and 7) will cover Schedule 7A fully (as detailed above), but it has been set out to present the information under the headings provided in Schedule 7 in order to assist the Competent Authority in their screening assessment.

2.3 Project Team and Contributors to The EIA Screening Report

This EIA Screening Report and the Proposed Development has been informed by the accompanying documents submitted with the application (and the relevant listed mitigation measures as included therein). The preparation and co-ordination of this screening report have been completed by AWN and has relied on specialist input from the project design team and applicant, as per Table 2-1.

Table 2-1 Applicant Project Team

Role	Contributor
Applicant	Solkerry Ventures Limited
Planning Consultant	Brock McClure (BMC)
Architectural Design	JFA Architects
Civil Engineering including Flood Risk Assessment; Overall Construction Environmental Management Plan.	Cronin & Sutton Consulting Engineers (CS)
Environmental Impact Assessment Screening Report; Waste Management-Operational Waste Management Plan; Resource Waste Management Plan.	AWN Consulting Limited
Assessment Screening Report/ NIS/ EcIA	Altemar Marine & Environmental Consultancy
Archaeological Impact Assessment	IAC Archaeology (IAC)
Noise Impact Assessment	WDA
Traffic and Transport Assessment	NRB
Landscape Design and Visual Impact Assessment	Áit
Sustainability and Energy Efficient Report; Utilities Report	Mark Fallon

This EIA Screening Report was prepared by Emma Gilmartin (BSc. MSc. Env. Science). Emma is an Environmental Consultant with AWN Consulting. Emma has a Msc. in Environmental Science and degree in Earth and Ocean Science. She primarily works in the field of Environmental Impact Assessment (EIA), EIA Report preparation and coordination and Appropriate Assessment Screening (AA). Recent projects include the management of commercial, infrastructure, and residential EIA Screening Reports, as well as AA Screenings for residential, office, logistics park, and other commercial and industrial developments.

This EIA Screening Report was also prepared by David Doran. David Doran is a Senior Environmental Consultant with AWN Consulting. David has a MSc in Environmental and Energy Management and is an Affiliate Member of the Institute of Sustainability and Environmental Professionals. He primarily works in the field of Environmental Impact Assessment (EIA) and EIA Report preparation and coordination. Recent projects include the management of commercial, infrastructure, and residential EIARs, EIA Screening Reports, as well as Operational and Resource Waste Management Plans for residential, office, logistics park, and other commercial and industrial developments. David also specialises in construction environmental compliance.

3. SCREENING EVALUATION

Schedule 5 of the Planning & Development Regulations 2001, as amended, sets out a number of types (classes) and scales of development that require EIA.

3.1 Consideration under Part 1 of Schedule 5 of the Planning & Development Regulations 2001

The Proposed Development in not of any project type listed under Part 1 of Schedule 5 of the Planning and Development Regulations, 2001, as amended.

3.2 Consideration under Part 2 of Schedule 5 of the Planning & Development Regulations 2001 (Threshold Development)

In considering the wider context and the component parts of the Proposed Development, the project types of relevance to the Proposed Development from Part 2 of Schedule 5 (Classes 1 to 14)[2] are set out in Table 3-1.

Table 3-1 Relevant Part 2 Schedule 5 Classes for EIA and determination of requirement of EIA (Classes 1-14 – Threshold Development)

Development for the Purposes of:	Project Type?	Related Development Details	Exceeds Threshold?	Threshold Screening Conclusion
10. Infrastructure projects – (b) (i) Construction of more than 500 dwelling units.	Yes	The development will consist of 248 dwelling units.	No	The proposed quantity of dwelling units is not equal to, nor does it exceed the limit, quantity or threshold set out in Class 10(b)(i); therefore, an EIA is not mandatory under this Project Class.
10. Infrastructure projects – (b) (iv) Urban development which would involve an area greater than 2 hectares in the case of a business district, 10 hectares in the case of other parts of a built-up area and 20 hectares elsewhere.	Yes	The Proposed Development is located on the outskirts of Dunboyne town and conservatively located within 'other parts of built-up areas' and hence 10 hectares is the applicable threshold. The Proposed Development site is 6.86 hectares.	No	The Proposed Development site is not equal to, nor does it exceed the limit, quantity or threshold set out in Class 10(b)(iv); therefore, an EIA is not mandatory under this Project Class.

As can be seen in Table 3-1 the Proposed Development is outside the mandatory requirements for EIA, and is considered to be sub-threshold for Schedule 5, Part 2, 10(b)(i) and 10(b)(iv)[2].

3.3 Consideration under Part 2 of Schedule 5 of the Planning & Development Regulations 2001 (Sub-Threshold Development)

EIA is still required by Schedule 5, Part 2, Class 15 of the Regulations[2] for development which would be of a project type listed in Schedule 5, Part 2 Classes 1-14 of the Regulations[2], but be sub-threshold and considered likely to have significant effects on the environment, having regard to the criteria set out in Schedule 7[2]. In considering the Proposed Development in the context of Section 3.2 above, the project

type of relevance to the Proposed Development from Part 2 of Schedule 5[2] is Class 15 as set out in Table 3-2.

Table 3-2 Relevant Part 2 Schedule 5 Class for EIA and determination of requirement of EIA (Class 15 – Sub-Threshold)

Development for the Purposes of:	Project Type?	Related Development Details	Potential for Significant Effects?	Sub-Threshold Screening Conclusion
15. Any project listed in this Part which does not exceed a quantity, area or other limit specified in this Part in respect of the relevant class of development but which would be likely to have significant effects on the environment, having regard to the criteria set out in Schedule 7.	Yes	The Proposed Development is of a type in Part 2 (Class 10(b)(i), and Class 10(b)(iv) but is below the relevant threshold for Classes 10(b)(i) and 10(b)(iv).	The Proposed Development is of sufficient quantum that there is a slight potential for significant effects on the environment, having regard to the criteria set out in Schedule 7.	Seek Screening Determination

3.4 Conclusion – Sub Threshold Development

The Proposed Development is '*of a type set out in Schedule 5 which does not exceed a quantity, area or other limit specified in that Schedule in respect of the relevant class of development*'[2]. The development is outside the mandatory requirements for EIA and is considered to be sub-threshold (Class 15) for the relevant project type (Class 10(b)(i) and Class 10(b)(iv).

Therefore, it is necessary to consider whether EIA is required because the development will be likely to have significant effects on the environment, even though it does not meet nor exceed the relevant thresholds in Schedule 5 of the Planning and Development Regulations[2].

The following Sections 4, 5, 6 and 7 of this EIA Screening Report provide information on the characteristics of the Proposed Development; in order to provide information on the likelihood of the project (including construction, and operation) to have significant effects on the environment from these works, having regard to the criteria set out in Schedule 7[2].

4. CHARACTERISTICS OF PROPOSED DEVELOPMENT

This section addresses the characteristics of the Proposed Development by describing the physical characteristics, with regard to the environmental sensitivity of geographical areas likely to be affected.

The cumulation of the Proposed Development with other existing development and/or development the subject of a consent for proposed development for the purposes of section 172(1A)(b) of the Act[3] and/or development the subject of any development consent for the purposes of the Environmental Impact Assessment Directive[15] by or under any other enactment is described in Section 5.

4.1 Size and Design of The Proposed Development

The proposal comprises of the development of one parcel of land c. 6.86 ha site located on lands bounded by the Summerhill Road (L2228) to the south-west, R157 to the north, Plunket Hall Estate to the south and Dunboyne Business Park to the east, Dunboyne, Co. Meath.

- 170 no. 2 storey houses in a mix of terraced, semi-detached and detached unit types consisting of 27 no. 2-bedroom units, 124 no. 3-bedroom units and 19 no. 4-bedroom units. Each house will have an associated rear private garden.
- 26 no. apartment units in a single 4 storey block consisting of 13 no. 1-bedroom units and 13 no. 2-bedroom apartments. All apartment units will be provided with private open space areas in the form of balconies.
- 52 no. duplex units in 4 no. 3 storey blocks (A-D) consisting of 26 no. 2-bedroom units and 26 no. 3-bedroom units. All duplex units will be provided with private open space areas in the form of balconies/terraces.

It will also include the following;

- Communal open space associated with the proposed apartment / duplex units will be provided in the form of 5 no. landscaped areas located in the vicinity of the units (total approx. 1,340.4 sqm).
- 1 no. childcare facility at ground floor of apartment Block A with dedicated external open space (GFA approx. 285.7 sqm).
- Total provision of 388 no. car parking spaces including 6 no. accessible spaces and 24 no. EV charging spaces (357 no. resident car parking spaces, 18 no. residential visitor car parking spaces and 13 no. car parking spaces dedicated for the creche facility) and a total of 429 no. bicycle parking spaces (319 no. secure resident spaces and 88 no. visitor spaces for the apartment / duplex / mid-terrace units; and 14 no. childcare facility staff spaces and 8 no. childcare facility visitor spaces).
- Landscaped public open space areas including children's play areas totaling approx. 10,775 sqm;
- A new vehicular and pedestrian access point is proposed via a simple priority junction on Summerhill Road (L2228).

All associated site and infrastructural works including a foul pump station with 24hr storage and associated rising main (580m) discharging to an existing foul line at the Navan Road and Dunboyne Business Park Road junction; diversion of an existing 600 mm diameter storm pipe and proposed storm drain outfall to the R157 / Summerhill Road roundabout; internal roads, road markings, homezones, footpaths and cycle infrastructure; provision of 3 no. ESB substations; bin stores and associated bin staging areas; public lighting; all hard and soft landscaping works; natural and formal play equipment; boundary treatment

works including retaining walls; green roof; PV panels and all associated site clearance, excavation, landscape and development works.

4.1.1 Construction Phase

Construction of the proposed development will commence in Q1/Q2 2027 and is anticipated to be constructed over a 2 year period. The sequence for the construction works will be as follows:

- Set up of a perimeter hoarding agreed with MCC, maintain existing pedestrian and traffic routes around the site. This will ensure protection of the public from construction activities. The perimeter hoarding will be well maintained and any access points into the site in terms of gates or doors will be locked outside working hours. Security personnel will be present at access and egress point on the site and a wheel wash and roadsweeper will be present for prevention of dirt carried out to public roads.
- Site Clearance and excavations. The site of the proposed development is greenfield and thus no demolition works are required. Bulk excavation of soil and stone will be required to allow for the construction of foundations, installation of services and the construction of the proposed development itself.
- The deliveries of materials to site will be generally between the hours of 07:00 and 19:00 Monday to Friday, and 08:00 and 14:00 on Saturdays (subject to planning conditions). In the event of exceptional circumstances whereby deliveries are outside these times, this will be agreed with the Meath County Council in advance.
- Construct building frame and envelope. Works will comprise the structural elements, external walls, floors, balconies, windows, doors and external cladding systems. The building envelope will be completed in a phased manner, allowing internal fit-out works to progress safely and efficiently.
- Building superstructure and roof construction for duplexes. Construction of the walls, floors and roof structures. Mechanical and electrical services will be installed throughout the construction process, followed by internal fit-out works.
- Finish interior and exterior landscaping. Completion of internal and external finishes, including painting, flooring, kitchens, bathrooms and final service installations. External works will include roads, footpaths, parking areas, public open space, landscaping and all associated site works required to complete the development.

4.1.1.1 Construction Equipment and Fuel Usage

During the construction phase a variety of items of plant will be in use for the purposes of site preparation, construction and other site works. There will be vehicular movements to and from the site that will make use of existing roads. Due to the nature of these activities, there is potential for generation of noise, air (dust), and surface water emissions arising from construction.

Table 4-1 below contains a non-exhaustive list of the various construction plant and equipment anticipated to be used for the construction phase of the proposed development. It must be noted that this list is indicative and will be refined closer to the commencement of construction. An estimate of the daily fuel consumption of the construction equipment is also provided. The average daily fuel consumption will naturally depend on the intensity of use of each item.

Table 4-1 Anticipated Construction Plant & Equipment

Construction Equipment	Daily (Litres/day)
Crane	100
Excavators	120
Diesel Generators	80
Floodlights	10
Materials Handling Plant including: Dump Trucks 7t Front End Loaders Trailer Tractors Portable Compaction Equipment Telescopic Handlers	200
Ancillary Small Plant and Tools	35
Bulldozer	100
Forklift truck	15
Portable compaction equipment	20
Scaffolding and mobile hydraulic access platforms	20
Telescopic handler	30
Trucks	6000

4.1.1.2 Construction Personnel

It is anticipated that the construction phase will take 24 months with a daily range of 10-60 personnel. Table 4-2 identifies the personnel numbers anticipated at the various stages of the construction phase.

Table 4-2 Anticipated Construction Personnel

Description of Work Activity	Month No.	Average Personnel on site / day
Site Mobilisation and set-up	0 - 1	20
Decommissioning of existing WTe and removal of porta cabins	2-4	25
Groundworks, site services	5-9	50
Installation and construction	10-15	75
Internal fit-out	16-21	60
Demobilisation and site handover	22-24	20

4.1.1.3 Contractor Site Compound Services

During construction works, temporary construction facilities will be provided. This area is located within the planning application area and has been the subject of this screening assessment.

During construction, power will be provided from the national grid.

The contractor's site compound layout will include the following:

- Site office and meeting room

- Materials storage area and unloading bays
- Staff welfare facilities including but not limited to toilets, drying room and canteen.

Welfare facilities (canteens, toilets etc.) will be temporarily connected to the public network mains and foul drainage system. There will be limited construction car parking on site with staff encouraged to use public transport.

4.1.1.4 Construction Transport Requirements

It is expected that normal volumes of deliveries shall be of the order of 5-10 deliveries per hour. Deliveries will be arranged with suppliers on suitably sized rigid body HGVs, notably flat-bed lorries. All materials will be transported directly onto site.

For 'worst-case' scenarios, a peak volume of approximately 10 4-axle rigid body Heavy Goods Vehicles (HGV) in an hour is predicted to occur for the excavation works and construction of the building foundations and basement. In addition to HGV traffic, periodic deliveries by Light Goods Vehicles (LGV) are expected and in the 'worst-case' scenario there is the generation of 10no. LGV arrivals and 10no. LGV departures assumed. Dedicated Traffic Management Plans (TMP) shall be required to be agreed with MCC and the appointed contractor to ensure the construction traffic impact on the surrounding road network will be minimal. The total duration of the project is predicted to be completed over an estimated period of approximately 24 months.

4.1.2 Operational Phase

A detailed description of the architectural rationale and characteristics of the proposals is provided in the Architectural Design Statement prepared by JFA Architects. The design proposal has also been considered from the wider context with a particular focus on the accessible location within walking and cycling distance of Dunboyne Town Centre (c. 850m) and to strengthen Dunboyne's role as a Self-Sustaining Growth Town within the Regional Spatial and Economic Strategy.

There are no landscape designations on the subject site, and the site is not located within a designated area of landscape character. As noted in the Architectural Design Statement (JFA Architects 2026), the existing landscape features including the mature hedgerows along the northern and southern boundaries have been considered for retention and long-term protection by the design of development.

The subject site was rezoned from A2 Phasing Post 2027 to A2 – New Residential under the Variation No. 5 to the Meath County Development Plan. The zoning as 'A2 - New Residential provide for new residential communities with ancillary community facilities, neighbourhood facilities as considered appropriate' under the MCC Development Plan 2021-2027 encompasses the overall site with the transport route to the site zoned under E2 – General Enterprise and Employment. The Meath County Council Development Plan Zoning for the Proposed Development is shown in Figure 4-1 below.

With reference to the Planning Report prepared by Brock McClure, the Proposed Development is in line with the Meath County council zoning of the site and will provide for a meaningful residential development in the Dunboyne area. The suitability of the site for residential development is established by its land use zoning Meath County Council Development Plan 2021-2027.

The site layout for the Proposed Development is shown in Figure 4-2 below.

Figure 4-1 Site Layout Plan with Zoning under the MCC CDP 2021 – 2027

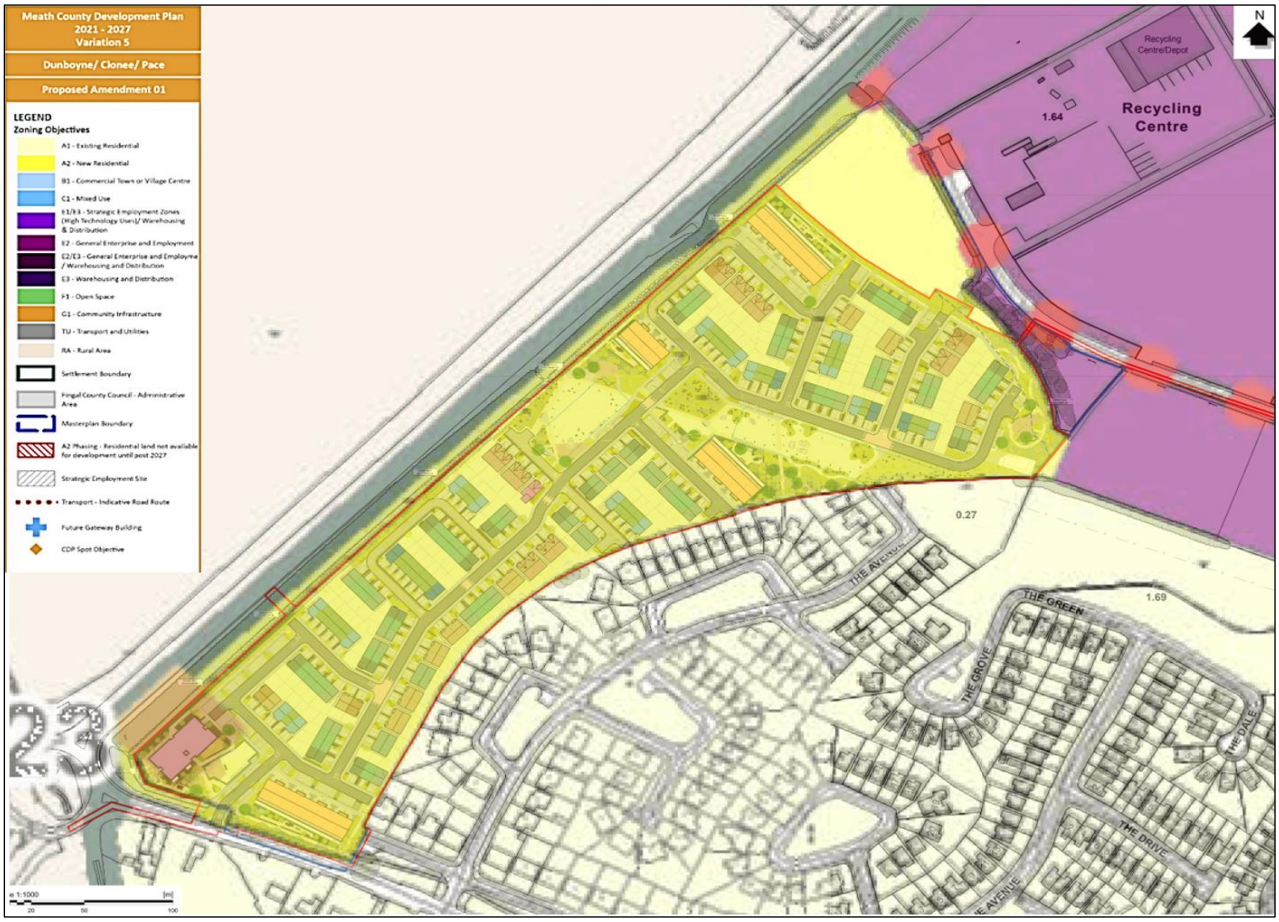


Figure 4-2 Site Layout Plan



4.1.3 Operational Equipment

A range of mechanical plant items will be required to service the development. While the specific details of the plant items would normally be confirmed at the detail design stage of a project, typically for residential developments, there will be a requirement to provide mechanical plant for ventilation, heating and cooling purposes. A Sustainability and Energy Efficient Report has been prepared by Mark Fallon (2026) which sets out the energy systems design approach for the Proposed Development. To improve the overall energy efficiency of the development, mechanical plant is to be selected based on performance and energy efficiency.

4.2 Nature of any Associated Demolition Works

There are no proposed demolition works associated with the Proposed Development.

4.3 Use of Natural Resources (Land, Soil, Water, Biodiversity)

This section describes the Proposed Development in terms of the use of natural resources, in particular land, soil, water, and biodiversity.

The main use of natural resources for the Permitted Development involves a land take of c 6.87 (ha). The Site is well suited for the development, which is permissible under the zoning of the lands within the Meath County Development Plan 2021-2027.

Other resources used will be construction materials which will be typical raw materials used in construction of residential developments. The scale and quantity of the materials used will not be such that would cause concern in relation to significant effects on the environment.

4.3.1 Land and Soil

The Proposed Development involves a relatively minor land take of c. 6.87 ha. Excavations will be required to facilitate site clearance, levelling, construction of new building foundations and installation of services. It is currently estimated that c.10,189 m^3 of material will need to be excavated to accommodate the Proposed Development. It is currently anticipated that most of the excavated material will be removed off site due to lack of reuse opportunities on site. A portion of the topsoil stripped during the excavation phase may be reused on site for landscaping purposes. If any of the excavated material is deemed unsuitable for reuse, then the material will need to be removed offsite for appropriate reuse, recovery, recycling and / or disposal.

While it is not envisaged that bedrock will be encountered, if bedrock is encountered, it is anticipated that it will not be crushed on site. Any excavated rock is expected to be removed off-site for appropriate reuse, recovery and / or disposal. If bedrock is to be crushed on-site, the appropriate mobile waste facility permit will be obtained from MCC, if required.

Should waste soils be encountered on site, all waste soils shall be classified as inert, non-hazardous or hazardous in accordance with the EPA's Waste Classification Guidance – List of Waste & Determining if Waste is Hazardous or Non-Hazardous document (dated 1st June 2015) to ensure that the waste material is transferred by an appropriately permitted waste collection permit holder and brought to an appropriately permitted or licensed waste facility. Hazardous soil, or historically deposited waste encountered during the construction phase is the responsibility of the Main Contractor who will notify MCC and provide a Hazardous / Contaminated Soil Management Plan, to include estimated tonnages, description of location, any relevant mitigation, destination for disposal / treatment, in addition to information on the authorised waste collector(s).

Materials that can be reused as a by-product offsite will be notified to the EPA as a by-product. This ensures that waste and other materials removed from the site will have no significant effect on the environment.

Other construction activities will include site storage of aggerate, materials, fuels for construction vehicles. For further detail on the physical characteristics of the Proposed Development, please refer to the architectural and engineering drawings, design statement and the landscape drawings which accompany the planning application.

The following table identifies the anticipated types and volumes of raw materials for the construction of the proposed development and associated supporting infrastructure.

Table 4-3 Anticipated Construction Raw Materials & Quantities Required

Anticipated Material	Anticipated Quantity (m^3)
Mixed C&D	544.5
Timber	462
Plasterboard	165
Metals	132
Concrete	49.5
Other	247.5

During construction, all construction materials will be sourced from local suppliers, where possible, to minimise the impact of natural resources used in the transportation of materials.

4.3.2 Water Consumption

During construction of the scheme, water will be required for offices and welfare facilities, this will be provided by a temporary connection to the public main by agreement between the Main Contractor and Uisce Éireann. Water supply during the construction phase may be imported to site via bowsers should the need arise (i.e. for dust-control measures).

The construction phase will not use such a quantity of water to cause concern in relation to significant effects on the environment.

Once the development is completed and the development is operational, the primary water demand for domestic and commercial consumption will be from showers, toilets and cooking. The average water demand during the operation of the proposed development will be approximately 1.216 litres/min, with a peak demand of 6.081 litres/min. A pre-connection enquiry has been lodged with Uisce Éireann (Ref: CD325002288) to determine if there is adequate capacity in the existing public watermain network to cater for the Proposed Development. As noted in the Engineering Services Report (CS Consulting), Uisce Éireann have advised water connection feasibility is conditional on works: 'Upgrade works are required to increase the capacity of the existing water network. Uisce Éireann currently has a project on our current investment plan which will provide the necessary upgrade and capacity. This upgrade project is scheduled to be completed by Q3 2026 (this may be subject to change) and the proposed connection could be completed as soon as possible after these works'.

There is no proposed extraction of groundwater at the site during the operational phase.

4.3.3 Biodiversity Resources

Investigations into the implications on existing biodiversity, including species and habitats, has been undertaken through the Appropriate Assessment (AA) Screening Report and Wintering Bird Surveys (WB), Mammal surveys, Flora/Fossitt/Invasive species survey. Bat emergent/transect surveys and Amphibian checks within ditches carried out alongside WB surveys.

The development site is within a suburban environment, bounded by roads and agricultural lands to the north and west and by residential and commercial developments to the south and east. With reference to Fossitt's Guide to Habitats in Ireland (Fossitt, 2000), the dominating existing habitat on site is cultivated land; arable crops (BC1).; wheat (Triticum aestivum), common poppy (Papaver rhoeas) and field speedwell (Veronica persica) were the main species found within the site. Other Fossitt classifications included; treelines (WL2), scrub (WS1) ,depositing/lowland river (FW2), dry meadows and verges (GS2), hedgerows (WL1) and building and artificial surfaces (BL3). There are no known annexed habitats or species within or adjacent to the Proposed Development site. There are no rare or protected habitats recorded within the study area. However, the treelines, scrub, hedgerows and watercourses are considered to be of local ecological importance.

The AA screening (Altemar, 2026) states 'the nearest European site to the proposed development is 5.49 km away (Rye Water Valley/Carton SAC) with no hydrological connectivity to the Proposed Development site. However, the Proposed Development site is hydrologically connected via the Tolka_020, located in the east of the project site, to South Dublin Bay SAC (approx. 24.89 km downstream), South Dublin Bay and River Tolka Estuary SPA (approx. 21 km downstream), North Dublin Bay SAC and North Bull Island SPA (both 23.61 km downstream). In addition, there is an indirect pathway via the foul water network. Foul water drainage from the site will discharge, via gravity, to an on-site Type 3 foul pump station (providing 24-hour storage), then to the existing foul sewer within Dunboyne Industrial Estate, at the Navan Road/Dunboyne Business Park Road junction. This connects to the wider Uisce Éireann foul network, ultimately conveying flows to Ringsend WWTP, where it will be treated under licence prior to discharge to Dublin Bay'.

As noted in the Wintering Bird Assessment (Altemar EcIA, 2026), five wintering bird surveys were carried out during the 2025/2026 wintering bird survey season. The surveys resulted in the following: 'A total of 18 species were recorded within, above and adjacent to the survey area across five surveys. 14 green and four amber listed bird species of conservation concern in Ireland (BoCCI) were recorded either within, over and immediately adjacent to the survey area. One species, Black-headed Gull, listed as a Qualifying Interest of the nearest downstream SPA, South Dublin Bay and River Tolka Estuary SPA (17.73 km). No red-listed species of conservation concern in Ireland were recorded during the surveys. One species, Grey Heron, listed on Dublin Bay's I-WeBS Sit Summary (0U404), was noted flying over the survey area'.

Two Bat surveys including detector/emergent surveys were carried on the 21st of May and the 12th of June and as noted in the Bat Fauna Impact Assessment (Altemar EcIA Appendix, 2026), there were three Ash trees (*Fraxinus excelsior*) identified as offering features suitable for roosting bats, two trees were assessed for low bat roosting suitability and one with a moderate bat roosting suitability. Two Common Pipistrelles were observed emerging from an Ash tree on the southern treeline. There were two bat species noted as foraging on site (Common Pipistrelle and Leisler's Bat) with bat foraging concentrated on the treelines. As there are no existing structures on site, the assessment focused on the mature trees on site.

The potential impacts with regards to biodiversity are discussed further within the EcIA Screening Report, Wintering Bird Assessment 2025/2026 and Bat Fauna Impact Assessment (Altemar 2026), and in Section 7.2 of this EIA Screening Report.

An Arboricultural Impact Assessment (Charles McCorkell, 2026) has been prepared for the Proposed Development which assesses the quality and value of trees to be removed, the impact of the development on the tree population in the vicinity of the site, and identifies measures to reduce impacts and protect trees during the construction works. The Arboricultural Assessment concludes that 'Athough the removal of trees and hedgerows is required, this is minimal and will have an insignificant impact on the local area. To mitigate the removals, new high-quality tree and hedge planting has been proposed', which are detailed further in the Landscape Report (Ait, 2026).

4.4 Production Of Waste

4.4.1 Construction Phase

The RWMP (AWN, 2026) sets out the measures used to maximise the quantity of waste recycled by providing sufficient waste recycling infrastructure, waste reduction initiatives and waste collection and waste management information. During the construction phase, waste will be produced from surplus materials such as broken or off-cuts of timber, plasterboard, concrete, tiles, bricks, etc. Waste from packaging (cardboard, plastic, timber) and oversupply of materials may also be generated. The construction contractor will be required to ensure that oversupply of materials is kept to a minimum and opportunities for reuse of suitable materials is maximised.

Waste will also be generated from construction workers, e.g., organic/food waste, dry mixed recyclables (wastepaper, newspaper, plastic bottles, packaging, aluminium cans, tins and Tetra Pak cartons), mixed non-recyclables and potentially sewage sludge from temporary welfare facilities provided onsite during the construction phase. Waste printer/toner cartridges, waste electrical and electronic equipment (WEEE) and waste batteries may also be generated infrequently from site offices.

It is currently estimated that 10,189 m^3 of material will need to be excavated to facilitate the Proposed Development. It is envisaged that most of this material will need to be removed off-site for appropriate reuse, recycling, recovery or disposal.

If material is removed off-site, it could be reused as a by-product (and not as a waste). If this is done, it will be done in accordance with Regulation 15 (By-products) (Previously Article 27 and referred to as Article 27 in this report) of S.I. No. 323/2020 - European Union (Waste Directive) Regulations 2020, which requires that certain conditions are met and that by-product notifications are made to the EPA via their

online notification form. The potential to reuse material as a by-product will be confirmed during the course of the excavation works with the objective of eliminating any unnecessary disposal of material.

4.4.2 Operational Phase

The Proposed Development will give rise to a variety of everyday waste and recycling during the operational phase, i.e. when the project is completed, and fully operational. The typical non-hazardous and hazardous wastes that will be generated at the Proposed Development will include the following:

- Dry Mixed Recyclables (DMR) - includes wastepaper (including newspapers, magazines, brochures, catalogues, leaflets), cardboard and plastic packaging, metal cans, plastic bottles, aluminium cans, tins and Tetra Pak cartons;
- Organic waste – food waste and green waste generated from internal plants/flowers;
- Glass; and
- Mixed Non-Recyclable (MNR)/General Waste.

In addition to the typical waste materials that will be generated at the development on a daily basis, there will be some additional waste types generated less frequently / in smaller quantities which will need to be managed separately including:

- Green / garden waste may be generated from external landscaping;
- Batteries (both hazardous and non-hazardous);
- WEEE (both hazardous and non-hazardous);
- Printer cartridges / toners;
- Chemicals (paints, adhesives, resins, detergents, etc.);
- Light bulbs;
- Textiles;
- Waste cooking oil (if any generated by the residents or commercial tenants);
- Furniture (and, from time to time, other bulky wastes); and
- Abandoned bicycles.

Wastes should be segregated into the above waste types to ensure compliance with waste legislation and guidance while maximising the re-use, recycling and recovery of waste with diversion from landfill wherever possible.

An Operational Waste Management Plan (OWMP) has been prepared by AWN and included with the planning documentation. The OWMP outlines the estimated waste generation for the development for the main waste types. These estimates are presented in Table 4-4, below.

Table 4-4 Estimated Operational Waste Generation for the Proposed Development

Waste Type	Waste Volume (m^3 / week)

	Houses	Apartments/Duplex	Childcare Facility	TOTAL
Organic Waste	0.06	1.29	0.03	1.38
Dry Mixed Recyclables	0.42	9.13	1.05	10.60
Glass	0.03	0.25	0.01	0.29
Mixed Non-Recyclables	0.24	4.81	0.57	5.62
Total	**0.75**	**15.48**	**1.66**	**17.89**

All waste contractors collecting waste from the site must hold a valid collection permit to transport waste must be held by each waste contractor which is issued by the National Waste Collection Permit Office (NWCPO) and waste will only be brought to suitably registered/permitted/licenced facilities. It is essential that all waste materials are dealt with in accordance with regional and national legislation, as outlined previously, and that time and resources are dedicated to ensuring efficient waste management practices.

These measures will ensure the waste arising from the development is dealt with in compliance with the provisions of the Waste Management Act 1996, as amended, associated Regulations, the Litter Pollution Act 1997, the National Waste Management Plan for a Circular Economy 2024 – 2030, and the Eastern Midlands Region Waste Management Plan 2015 - 2021. It will also ensure optimum levels of waste reduction, reuse, recycling and recovery are achieved.

4.5 Pollution And Nuisances

4.5.1 Construction Phase

There are potential short-term nuisances such as dust, noise, as well as the potential for pollution of groundwater associated with construction activities. The proposed hours of work on site will be stipulated in the planning conditions attached to the grant of planning permission. Any working hours outside the normal construction working hours will be agreed with the planning authority. No activity, which would reasonably be expected to cause annoyance to residents in the vicinity, will take place outside of these hours. If there is any occasion when work must be completed outside these hours advance notice will be provided to the local authority, businesses and residents in the vicinity.

Views of the construction works will be restricted by the construction hoarding which will be erected around the Site boundary.

4.5.1.1 Construction Drainage & Wastewater Management

Sediment control in the construction phase is an important consideration to ensure that only high quality, treated runoff leaves the site and no negative impact results from the Proposed Development in terms of water quality discharged in the construction stage.

The construction of the Proposed Development will initially involve site clearance and excavations to facilitate the construction of foundations and the installation of services. Before commencement of construction, a temporary surface water management facility will be implemented by the contractor as detailed in the Outline Construction and Environmental Management Plan (OCEMP), CS Consulting, 2026. Cascading settlement basins lined with geo-textiles will be installed at a location upstream of an agreed discharge point with the Meath County Council to settle out suspended solids from the surface waters. Inlets to the settling basins to be riprapped to ensure scoring and erosion kept to a minimum as water follows route.

General construction activities will require temporary storage of cement and concrete materials, oils, fuels paints, etc., which have the potential to cause localised pollution. Fuel tank(s), distribution pipes and refuelling area to be located at least 10m from surface watercourses. All storage tanks to be above-ground bunded to ensure any leakage from actual tank or equipment will be captured- bund specification conforming to Enterprise Ireland BPGC5005. Best practices when handling cementitious mix will include

the pouring of concrete out in the dry weather and allowed to cure, no excess concrete discharge to surface waters and the erection of a 1.0m high barrier along watercourses where practicable with warning signage at regular intervals to state; no discharge of any kind beyond this exclusion zone.

The excavations and stripping of soil will be accessed in real time to ensure weather conditions are considered to minimise soil erosion. The OCEMP demonstrates how pollution of watercourses during and following the construction period shall be prevented, in line with the objectives of the planning scheme objectives and best-practice guidelines.

General construction activities will require temporary storage of cement and concrete materials, oils, fuels paints, etc., which have the potential to cause localised pollution.

The OCEMP will ensure best practice construction with respect to storage of any hazardous substances (fuels, chemicals and other construction materials that may pose a risk to the environment) and will be updated and agreed with MCC in light of the conditions attached to granted planning permission. It is noted that a wheel wash system will be in place removing risks for offsite migration as a result of any accidental spills/leaks by construction vehicles.

It is proposed to temporarily use the existing permanent connection to foul sewer at the Dunboyne Industrial Estate c. 620m from the site for the construction phase, subject to agreement with Uisce Éireann. Prior to the establishment of temporary connections, foul waste during construction may be temporarily stored and regularly disposed of using appropriate facilities off-site.

4.5.1.2 Construction Traffic Management

During the construction phase (c. 24 months) of the proposed development, there will be additional traffic movements to/from the site from construction personnel, security staff, professional staff (i.e. design team, utility companies), excavation plant, dumper trucks and deliveries/removal of materials (waste/spoil). It is anticipated that there will be an average of 10 inbound and 10 outbound HGV movements per hour (at peak construction times) and that traffic will access the site through the existing site entrance located along the southern boundary on Summerhill Road. Construction traffic can give rise to noise quality issues and therefore the following mitigation measures have been outlined in the LRD opinion (Meath County Council); '*The recommended construction noise mitigation measures include the use of site hoarding, the selection and use of low-noise plant and equipment, appropriate maintenance of construction plant, and the implementation of good site management practices. In addition, public liaison procedures should be put in place to provide a clear mechanism for communication with nearby residents and for the management of any noise-related complaints. Noise and vibration monitoring is also recommended at the closest sensitive receptors during relevant construction activities, where required, to verify compliance with the adopted construction noise and vibration criteria and to allow corrective actions to be implemented if necessary*'.

An Outline Construction Environmental Management Plan (OCEMP) has been prepared by CS Consulting (2026) and submitted with the planning documentation. The OCEMP outlines construction phase traffic mitigation and management of air quality control (dust), noise, surface water runoff and traffic (deliveries) that will be undertaken during the construction phase. All mitigation measures outlined therein will be implemented, as well as any additional measures required pursuant to planning conditions which may be imposed.

The OCEMP will be updated prior to commencement of construction and will be maintained by the contractors during the construction phase, cover all potentially polluting activities and include an emergency response procedure. All personnel working on the construction site will be trained in the implementation of the plan and procedures.

After the implementation of the OCEMP, pollution and nuisances during construction are not considered likely to have the potential to cause significant pollution and nuisance effects.

4.5.2 Operational Phase

4.5.2.1 Drainage & Wastewater Management

With reference to the Flood Risk Assessment (Techra Tech, 2026), the site is generally flat, with a graduate fall from south to north c.1m. The site is separated into two catchment areas and the proposed sustainable drainage system (SuDS) is detailed in the Engineering Report (CS, 2026) which will incorporate the following:

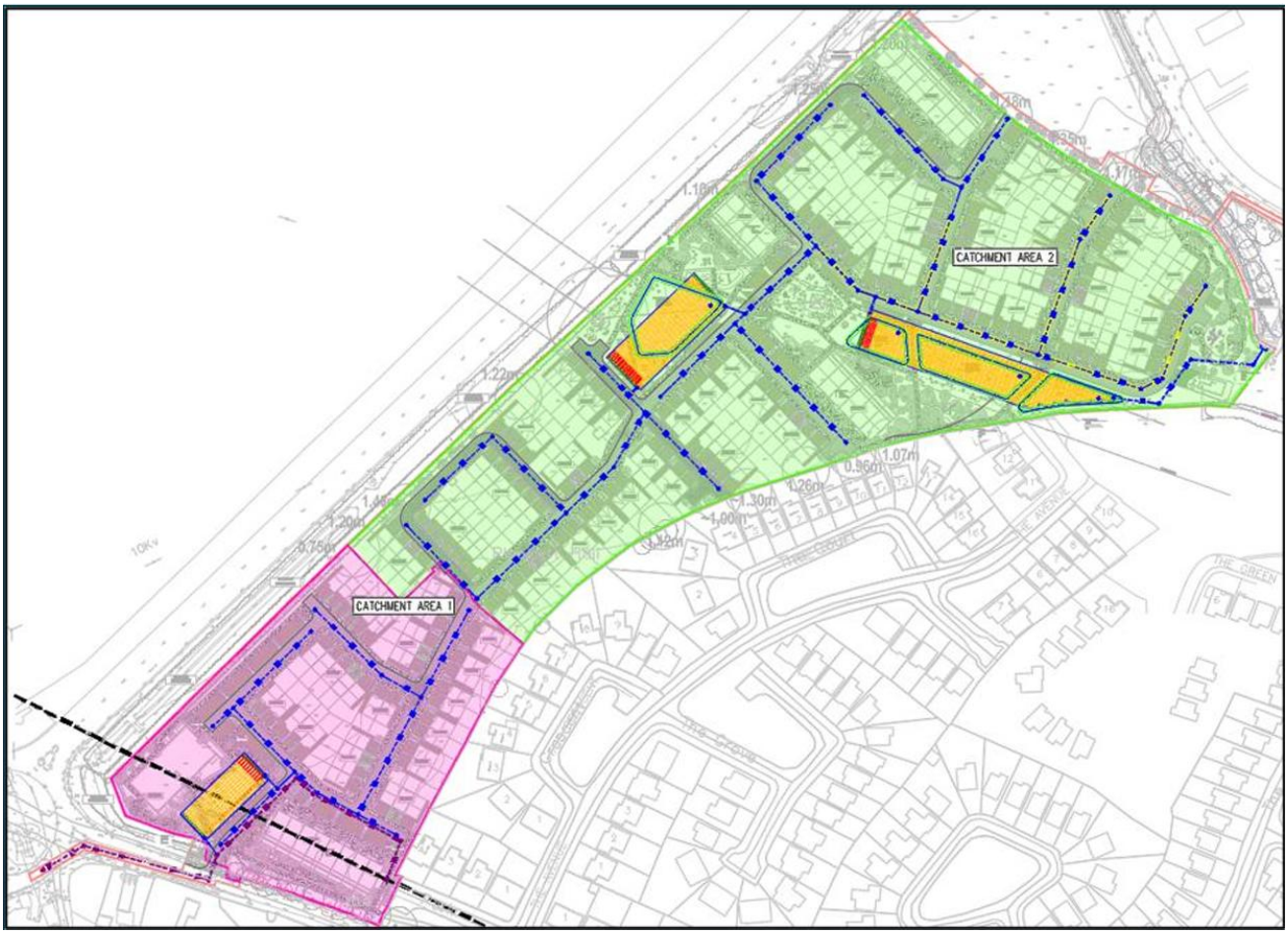
Catchment 1 of 1.72ha, highlighted in purple in Figure 4-3 *below. All storm water from this Catchment shall be collected in a designed attenuation tank of total volume approx. 551m³. All storm water from this catchment shall discharge into the proposed diverted storm sewer via an appropriate flow control device. The discharge rate for Catchment 1 shall be limited to 3.81 l/s, calculated as a proportion of this Catchment's area relative to the overall site's drainable area and overall discharge rate of 6.51ha and 14.7 l/s, respectively: 14.7 l/s x (1.72ha / 6.51ha) = 3.89 l/s.*

Catchment 2 of 4.79ha, highlighted in green in Figure 4-3 *below. All storm water from this Catchment shall be collected in 4 no. designed detention basins placed over 2 no. attenuation tanks and shall have a total combined volume of approx. 1698m³. All storm water from this catchment shall discharge into the existing open channel along the north-eastern boundary of the development site via an appropriate flow control device. The discharge rate for Catchment 2 shall be limited to 10.89 l/s, calculated as a proportion of this Catchment's area relative to the overall site's drainable area and overall discharge rate of 6.51ha and 14.7 l/s, respectively: 14.7 l/s x (4.79ha / 6.51ha) = 10.81 l/s.*

For each catchment area, the following SuDs measures are proposed; road and footpaths will have attenuation tanks/retention basins (depending on catchment) and petrol interceptors, roofed and car-parking areas will include permeable paving, attenuation tanks/retention basins (depending on catchment) and petrol interceptors and soft landscaped areas will infiltrate to the ground. A SuDS outline management plan has been included in the Engineering Services Report (CS, 2026) to ensure adequate maintenance of the site drainage system.

It is proposed that the existing storm sewer will be diverted westwards to exit the development at the access point discharging to the existing culvert south of the R157.

Figure 4-3 Proposed Storm catchments and Proposed Drainable areas



As noted in the Engineering Service Report (CS 2026), a wastewater and mains water connection is feasible with Uisce Éireann subject to upgrades.

4.5.2.2 Traffic

As stated within the Traffic and Transportation Assessment (NRB, 2026), the existing road infrastructure within the proposed development area has been adequate for the anticipated growth in traffic volumes associated with the progressive development. The Proposed Development's proximity to Dunboyne town and the public transport services acts as a demand-management measure to reduce the traffic generation associated with the Proposed Development. The Traffic and Transport Assessment Report (NRB, 2026) states that the full operation of the scheme will have a negligible impact upon the operation of the adjacent road network and that there are no adverse traffic/transportation capacity or operational issues associated with the occupation of the proposed development to preclude planning. The traffic generated by the Proposed Development, both alone and with the cumulative developments outlined in Section 5.2.2, will be within the capacity of the existing roads infrastructure within the Dunboyne environs, and no further traffic assessment is required.

4.6 Risk of Major Accidents and/or Disasters

The 2014 revision to the EIA Directive introduced the requirement for an assessment of the risk of major accidents and disasters into the scope of an EIA. As explained the recital of the Directive: '*In order to ensure a high level of protection of the environment, precautionary actions need to be taken for certain projects which, because of their vulnerability to major accidents, and/or natural disasters (such as flooding, sea level rise, or earthquakes) are likely to have significant adverse effects on the environment. For such projects, it is important to consider their vulnerability (exposure and resilience) to major accidents and/or disasters, the risk of those accidents and/or disasters occurring and the implications for the likelihood of significant adverse effects on the environment*.'

4.6.1 Landslides, Seismic Activity and Volcanic Activity

There have been no recorded landslide events[4] at the site. Due to the local topography and the underlying strata, there is a negligible risk of a landslide event occurring at the site. There is a very low risk of seismic activity to the Proposed Development site. There are no active volcanoes in Ireland so there is no risk from volcanic activity.

There is a very low risk of seismic activity to the Proposed Development site according to the information that is currently available[5]. This means that there is less than a 2% chance of potentially-damaging earthquake shaking in the project area in the next 50 years. Based on this information, the impact of earthquake need not be considered in different phases of the project, in particular during design and construction.

4.6.2 Flooding/Sea Level Rise (climate change)

The design of the project with respect to the potential risk of flooding on the site was reviewed with regard to incidences of historical, regional and local flooding relevant to the area of the subject site. A site-specific Flood Risk Assessment (FRA) has been prepared for the development by Techra Tech (2026) in accordance with the DoEHLG/OPW guidelines on 'The Planning System and Flood Risk Management' published in November 2009.

The FRA concluded that: '*Overall, the assessment concludes that the site is in Flood Zone C with a low risk of flooding. Potential for pluvial flooding, residual flood risks and consideration of climate change are effectively managed through setting of appropriate finished floor levels and a robust and sustainable site drainage design including SuDS. As such, the development complies with the relevant policies and guidelines and is therefore appropriate for development from a flood risk perspective'.*

The Proposed Development has been designed with finished floor levels (FFLs) set above the predicted flood level, incorporating allowances for future climate change. Furthermore, the surface water drainage and attenuation systems have been designed to accommodate increased rainfall intensity, with a 20% climate change allowance applied to the design storm event.

It is the opinion of Techra Tech that the risk of flooding at the site is minimal.

4.6.3 Major Accidents/Hazards

The Proposed Development is not within the consultation distance of any Seveso site, nor is the Proposed Development a Seveso/COMAH facility.

The closest Seveso site to the Proposed Development is the Geurbet Ireland ULC, an Upper Tier establishment located c. 4.21km south-east of the development site at Damastown Industrial Estate, Damastown, Mulhuddart, Dublin 15, D15 YE36. The Proposed Development is not within the consultation

[4] https://dcenr.maps.arcgis.com/apps/MapSeries/index.html?appid=a30af518e87a4c0ab2fbde2aaac3c228
[5] https://thinkhazard.org/en/report/119-ireland/EQ

distance of the Geurbet Ireland ULC site (1,000m), and therefore due to the separation distance there is no interaction with the Proposed Development at this location.

4.6.4 Minor Accidents/Leaks

There is a potential impact on the receiving environment as a result of minor accidents/leaks of fuel/oils during the construction. However, the implementation of the mitigation measures set out in this report (Section 7, below) and the OCEMP accompanying the application will ensure that the residual effect on the environment is imperceptible.

4.7 Risks To Human Health

The EC 2017 Guidance on the preparation of the Environmental Impact Assessment Report outlines that human health is a very broad factor that is be highly project dependent. The guidance states that the '*notion of human health should be considered in the context of the other factors in Article 3(1) of the EIA Directive and thus environmentally related health issues (such as health effects caused by the release of toxic substances to the environment, health risks arising from major hazards associated with the project, effects caused by changes in disease vectors caused by the project, changes in living conditions, effects on vulnerable groups, exposure to traffic noise or air pollutants) are obvious aspects to study*.'

The EPA guidelines[6] clarifies that the '*transposing legislation does not require assessment of land-use planning, demographic issues or detailed socioeconomic analysis. Coverage of these can be provided in a separate Planning Application Report to accompany an application for planning permission. This should be avoided in an EIAR, unless issues such as economic or settlement patterns give rise directly to specific new developments and associated.*'

The characteristics of the Proposed Development, in terms of the risks to human health (for example, due to water contamination or air pollution) have been considered. The primary potential impacts of the Proposed Development on human health would be the potential for increased air pollution, noise, or pollution of groundwater/watercourses as a result of the Proposed Development during the construction phase.

The OCEMP includes best practice construction methodologies for the control of dust generation, traffic (deliveries) and noise during the construction phase. Any impacts associated with construction dust generation, traffic, and noise will be short term.

There will be no interaction between the Proposed Development and local parks.

Geological Survey of Ireland (GSI) data indicates that the site lies within a drinking water Source Protection Zone- classed as Dunboyne Public Water System PWS SI - Inner Protection Area. Source Protection Zone delineation provides an assessment of the land area that contributes groundwater to a borehole or spring. Source reports are undertaken by Geological Survey Ireland. The site will be serviced by mains water supply. The proposed mitigation measures during the construction phase, including the implementation of an OCEMP, will ensure that there are no impacts on groundwater or the stormwater mains.

The Proposed Development design includes an appropriately designed stormwater network that will ensure that during the operational phase the risk from fuel spills is minimised. The foul drainage for the Proposed Development shall be designed on a separate network to the surface water system and with a final connection discharging into Uisce Éireann's sewer system.

[6] EPA (2022) 'Guidelines on the Information to be Contained in Environmental Impact Assessment Reports', EPA

The OCEMP incorporates best practice construction methodologies for the control of dust generation, traffic, and noise during the construction phase. Any impacts associated with construction dust generation, traffic, and noise will be short term.

The Proposed Development does not pose any significant risk to human health, given its nature, scale and location. The potential impacts likely to affect population and human health have been considered in Section 7.1 below.

5. ZOI AND CUMULATION WITH OTHER EXISTING OR PROPOSED DEVELOPMENT

Schedule 7 of the Regulations of 2001[2] sets out the criteria for MCC to determine whether a development would or would not be likely to have significant effects on the environment with due regard to cumulation with other existing development and/or development the subject of a consent for proposed development for the purposes of section 172(1A)(b) of the Act[3] and/or development the subject of any development consent for the purposes of the Environmental Impact Assessment Directive by or under any other enactment.

As part of the assessment of the effects of the Proposed Development, account has been taken of other existing, permitted, or planned development within the surrounding area that have the potential to combine with the Proposed Development and result in likely significant cumulative effects. Cumulative effects are the effects arising from the addition of many minor or insignificant effects, including effects of other projects, to create larger, more significant effects.

The identification and preliminary assessment of potential cumulative effects on the environment is facilitated via the Source-Pathway-Receptor (SPR) model which is a multi-step process (Figure 5-1). The SPR tool is the most cautious means of assessment which ensures that all possible impacts are identified at a very early stage thus enabling further studies, mitigation measures or ameliorative actions to be put in place. The inherent use of the precautionary principle, within the SPR methodology, means that all potential for environmental impacts can be identified at a preliminary stage without any need for detailed studies, but rather upon available desktop information.

Figure 5-1 Source Pathway Receptor Model



A critical step in both assessing the proposed Development and in determining what cumulative developments may contribute to this assessment is to establish the Zone of Influence (ZOI) for the Proposed Development. A ZOI is unique to each type of project and the environment with which it interacts.

5.1 Proposed Development ZOI

An integral part of the SPR methodology is to establish a Zone of Influence (ZOI) for each potential source of environmental impact. A ZOI is the furthest geographical extent that a particular impact from a proposed development could extend.

For most developments there are many potential ZOIs, each one specific to the identified potential impact; for example, a water-borne pollutant may result in a long linear ZOI, while an air-borne pollutant may result in a more circular ZOI much closer to the proposed development. It is also possible for proposed developments to have various water-borne ZOIs dependent upon many different variables such as type of pollutant, time and means of release, the interaction of that pollutant with the water column and the hydrological regime at the time of release.

It is the geographical extent of this ZOI that establishes what existing or proposed developments have the potential to act cumulatively and whether there is a complete SPR link.

In considering the characteristics of the Proposed Development (Section 4) and the potential for it to act cumulatively with other developments, it can be established that the primary outward emissions are related to the demolition/construction phase, namely:

- Dust generation during demolition/construction
- Noise generation during demolition/construction
- Stormwater runoff during demolition/construction

There are no anticipated outward emissions beyond the site boundary associated with the operational phase of the Proposed Development.

In terms of construction dust, based on the Institute of Air Quality Management (IAQM) document '*Guidance on the Assessment of Dust from Demolition and Construction* (version 2.2)', 2024 this tends to be deposited within 250 m of construction sites, with the majority of the deposition occurring within the first 50 m. The extent of any dust generation depends on the nature of the dust (soils, peat, sands, gravels, silts etc.) and the nature of the construction activity.

With regard to noise during construction and operation of the Proposed Development, while maintaining the noise criteria set out in *British Standard BS 5228 – 1: 2009+A1:2014: Code of practice for noise and vibration control on construction and open sites – Noise,* it is anticipated that for the noise generated by construction equipment on site and for operational plant there is no anticipated measurable impact beyond a precautionary study area of 500 m.

As described in Section 4.5.1.1, and within the CEMP submitted as part of this planning application, the stormwater management controls during construction controls will result in no discernible outward emission of stormwater runoff emissions beyond the site boundary.

Taking the above into account, it can be stated that the ZOI for the Proposed Development in terms of outward emissions for dust and air is a maximum **500 m** radius of the Site Boundary. With regards to potential emissions from stormwater runoff, it has been assessed that the ZOI for the Proposed Development is a maximum 18km into the South Dublin Bay and Tolka SPA and a maximum distance of 21km into the South Dublin Bay SAC, North Dublin SAC and North Bull Island SPA.

5.2 Identification of Cumulative/In Combination Development

5.2.1 Existing Cumulative Development

The development site is located within close proximity to Dunboyne Business Park and the R157, near Dunboyne town in County Meath. The development site is located within the MCC local authority area. The development site exists at present as a greenfield site.

The site is bound to the north and west by the R157 with agricultural lands and a number of small farmhouses interspersed, to the south by Summerhill Road, L2228 and residential developments and to the east by a large residential development and Dunboyne Business Park.

The impact of all existing developments within the ZOI, including the activities currently permitted within the lands of the proposed development, are already present within the environment and are described by the existing environmental baseline conditions. The current baseline conditions are established primarily through a review of current desktop sources, sometimes augmented where necessary via independent surveys. Any statements contained within this report as to the likely impact of the Proposed Development

upon the environment, are by default also a statement as to the likely accumulation of impacts arising from the Proposed Development with those impacts already in existence.

5.2.2 Cumulative Development Not Yet Existing

There are three main types of cumulative development that are not yet existing;

- not yet operational – this is development for which construction is complete, but the operational impacts are not yet captured in the existing environmental baseline;
- not yet constructed – this is development that is under construction, but not yet operational; and
- not yet commenced – this is development where neither the construction nor the operational phase have commenced.

Any 'not yet operational' cumulative developments are excluded from this assessment as there is no potential for the Proposed Development to act cumulatively with them in light of the fact that there are no discernible outward emissions associated with the Proposed Development.

It is imperative to make clear that not all developments, not yet existing, within a ZOI are capable of combining with the Proposed Development to result in potential cumulative effects. It is the geographical extent of the ZOI for each potential source that establishes what not yet existing developments have the potential to act cumulatively and whether there is a complete SPR link. When assessing the Proposed Development cumulatively with other plans or projects, it is only not yet existing plans or projects that are/will be responsible for a similar or interactive impact as the Proposed Development within the ZOI that have the potential to act cumulatively with the proposed development.

In order for there to be a potential cumulative effect all three elements of the SPR, elements need to be present. If there is no pathway or functional link (direct or indirect) between the Proposed Development and a receptor, there is no potential for effect. Additionally, if there is no receptor within the area of a potential impact, there is similarly no effect as it does not cause harm to the environment due to the lack of a receptor.

In establishing what not yet existing cumulative development need to be assessed, a geographical area needs to be delineated. The size and nature of this geographical area is determined by the ZOI for the Proposed Development. In this instance, the maximum radius for not yet existing construction activities that may give rise to cumulative construction-noise impacts is 1 km from the site. (ie 500m due to the proposed development and a further 500 m to capture any potentially overlapping not yet existing cumulative developments). Similarly, the maximum radius for not yet existing construction activities that may give rise to cumulative construction-dust impacts is 500 m from the site. (i.e. 250m due to the proposed development and a further 250m to capture any potentially overlapping not yet existing cumulative developments).

Having established that the geographical area of inquiry for potential not yet existing cumulative developments is 1 km, the final step is to determine any new or proposed developments that would be producing construction related dust and noise emissions during the same construction period as the Proposed Development within a 1 km radius of the Site boundary.

The identification of relevant cumulative developments follows a two-fold approach. Firstly, a comprehensive search is undertaken to identify all developments within 1 km of the Proposed Development site. Subsequently, a review of the magnitude, size, scale, location and current status of these developments is undertaken to assess their potential to contribute to significant cumulative effects with the Proposed Development. This secondary stage is conducted in alignment with the 2017 guidance from

the European Commission[7], which underscores the necessity to focus on effects that are either inherently significant or possess the potential for significance. This comprehensive review is crucial in the context of assessing the potential cumulative effects of a proposed project. It aids in gauging the extent to which these existing and future undertakings might interact with the Proposed Development and allow for the exclusion of insignificant developments from any further consideration. This strategic approach ensures that resources are not expended on negligible or inconsequential effects.

The initial stage of this process is facilitated through the utilisation of the planning search tools listed below to identify both permitted and submitted planning applications within 1 km of the Proposed Development whose expiry date had still not expired by 11th of August 2026, being the time of this assessment. This is considered to be an overcautious approach given that this approach may identify not yet existing developments whose construction period will in fact be complete prior to the construction period for the Proposed Development. A combination of online mapping tools was used for this search including:

- The Department of Housing, Local Government and Heritage EIA Portal[8];
- An Bord Pleanála Map Search[9]; and
- My Plan National Planning Application Map Viewer[10].

The review of the online planning tool noted a large number of insignificant small extensions (<100 m^2), changes of use, internal and façade alterations, telecommunications aerials, advertisements, retention and other minor alterations to sites within the surrounding area. These inconsequential permissions were omitted from the list of potential cumulative developments as they are for established existing developments within the vicinity of the development. These have been, where relevant, considered as a part of the overall project impact.

Appendix A documents the relevant cumulative developments within 1 km of the subject site. Appendix A is not intended to be an exhaustive list of all cumulative developments. The intent is to provide the Competent Authority, and the public, with context for their Screening Determination by outlining the relevant not yet existing cumulative development that could give rise to likely significant cumulative effects in combination with the Proposed Development.

These not yet existing cumulative developments have been, where relevant, considered as a part of the overall project impact in Section 7 and specifically in Section 7.8.

[7] EC (2017) Environmental Impact Assessment of Projects – Guidance on Screening. European Commission
[8] https://housinggovie.maps.arcgis.com/apps/webappviewer/index.html?id=d7d5a3d48f104ecbb206e7e5f84b71f1
[9] https://www.pleanala.ie/en-ie/Map-search
[10] https://www.myplan.ie/national-planning-application-map-viewer/

6. LOCATION AND CONTEXT OF THE PROPOSED DEVELOPMENT

6.1 Existing and Approved Land Use

The development site is located within close proximity to Dunboyne Business Park and the R157, near Dunboyne town in County Meath. The development site is located within the MCC local authority area. The development site exists at present as a greenfield site.

The site is bound to the north and west by the R157 with agricultural lands and a number of small farmhouses interspersed, to the south by Summerhill Road, L2228 and residential developments and to the east by a large residential development and Dunboyne Business Park.

The wider area is characterised by a variety of employment and residential uses. The development site is zoned 'A2 - New Residential provide for new residential communities with ancillary community facilities, neighbourhood facilities as considered appropriate' under the MCC Development Plan 2021-2027.

With reference to the Planning Report prepared by Brock McClure, the Proposed Development is in keeping with the MCC zoning of the site, and will provide for a meaningful residential development in the Dunboyne area. The suitability of the site for residential development is established by its land use zoning Meath County Council Development Plan 2021-2027.

The Site is relatively flat and slope gently from north to south.

Current land use in the vicinity of the site is predominantly agricultural and residential in nature, along with transport arteries.

There are a variety of public transport options available to visitors and residents of the Proposed Development. Accessible locations are defined as "Lands within 500 metres (i.e. up to 5-6 minute walk) of existing or planned high frequency (i.e. 10 minute peak hour frequency) urban bus services". There are pedestrian routes, cycle routes, bus routes with the future L64 and P64 BusConnects routes terminus beside the proposed development with peak hour frequency (morning and evening) of 10 mins.

6.2 Relative Abundance, Availability, Quality and Regenerative Capacity of Natural Resources in The Area and its Underground

6.2.1 Hydrogeology

The GSI (2026) National Bedrock Aquifer Map classifies the bedrock aquifer beneath the subject site as a 'LI, Locally Important Aquifer - Bedrock which is Moderately Productive only in Local Zones'. The Proposed Development is within the 'Dublin' groundwater body (GWB) and is classified as 'Poorly productive bedrock'. Presently, the groundwater body in the region of the site (Dublin GWB) is classified under the WFD Status 2019-2024 (EPA 2023) as 'Good status'. The WFD River Water Body (Tolka) Risk Score is classified as 'Moderate' indicating that the water quality is acceptable but may be a risk for unusually sensitive individuals.

The GSI/ Teagasc (2026) mapping database of the quaternary sediments in the area of the subject site indicates the principal subsoil type in the area comprises Till derived from limestones (TLs).

Mapping from the Geological Society of Ireland (GSI 2026) indicates the bedrock underlying the site is part of the Lucan Formation (code CDLUCN) and is made up of Visean limestone and calcareous shale.

The GSI Well Card Index is a record of wells drilled in Ireland, water supply and site investigation boreholes. It is noted that this record is not comprehensive as licensing of wells is not currently a requirement in the Republic of Ireland. This current index shows the presence of one well drilled within

2km of the proposed development; GSI Well Name IE_GSI_GW_Well_23848 with Well Unique ID 2923NWW378. The site is located within the public water scheme for Dunboyne (Source protection Area unique ID IE_GSI_SPA_181, SI- Inner protection area, GSI 2026).

There are no sensitive soil receptors or no identified areas of geological heritage in the vicinity of the site boundary.

6.2.2 Hydrology

The local hydrology shows that the Bennetstown Stream/Tolka Stream (EPA Name: Bennetstown, Tollka_020 EPA Code: IE_EA_09T010600) collects rainfall run-off from the local fields to the north of the site and is culverted from the north-east for c.114.8m before traversing under the Dunboyne Business Park Road and converging with the Naulswood Stream (EPA Name: Naulswood, IE_EA_09T010600) c.635m downstream which passes under the railway line to join the Tolka River, a further 1.4km downstream. The Dunboyne Stream (EPA Name: Dunboyne Stream, IE_EA_09D040500) is located to the south-west of the site where it culverts in 2 sections at the R157/R156 roundabout and flows south into the Warrenstown Stream (EPA Name: Warrenstown, EPA Code: IE_EA_09D040500), the watercourse returns to an open channel after the roundabout and converges with the Tolka Stream and Naulswood Stream just north of Clonee into the Tolka River (EPA Name: Tolka River, EPA Code: IE_EA_09T010800). The Bennetstown Stream to the Tolka Estuary is c. 16.97km as the crow flies and via the Tolka River hydrological connectivity is 17.73km.

The Proposed Development is in the Liffey and Dublin Bay catchment (Hydrometric Area 9) and the Tolka (Tolka_SC_010) sub catchment. The Environmental Protection Agency (EPA 2026) on-line mapping presents the available water quality status information for water bodies in Ireland. The Tolka Stream has a WFD Status 2019-2024 of '*Moderate*' and a WFD Risk Score of '*At risk*'. The Tolka Estuary has a WFD status (2019-2024) of '*Poor*' and a WFD risk score of '*At risk*'. The ecological status (which comprises biological and chemical status) of transitional and coastal water bodies during 2019-2024 for Dublin Bay is classed as *'Good'*. The most recent surface water quality data for the Dublin Bay on trophic status of estuarine and coastal waters indicate that they are *'Unpolluted'* (based on Water Quality in 2021, EPA, 2022)'. Under the 2015 *'Trophic Status Assessment Scheme'* classification of the EPA, *'Unpolluted'* means there have been no breaches of the EPA's threshold values for nutrient enrichment, accelerated plant growth, or disturbance of the level of dissolved oxygen normally present (refer to www.catchments.ie).

Based on the NRA methodology for rating the importance of hydrological features, whether the feature has a high, medium, or low quality, or value on an international, regional or local scale; the importance of the hydrological features at this Site is rated as ***high importance***. This is based on the assessment that the attribute has a high -quality significance or value on a local scale. The Tolka Estuary is the receiving waterbody for the Site, and its assigned status as a Special Protected Area for the wetland habitat to protect it for the regularly occurring migratory birds that use it e.g.; the arctic tern.

A Stage 1 Flood Risk Assessment was completed for the Site and submitted as part of this planning application submission. The assessment identified no flood hazards for the Proposed Development. The development resides within Flood Zone C and is not at risk of flooding from a 1% or 0.1% Annual Exceedance Potential (AEP) event.

6.2.3 Biodiversity and Areas of Conservation

The potential ecological impacts of Proposed Development have been considered in terms of the sensitivity of the location through the Appropriate Assessment (AA) Screening Report, 2025/2026 Wintering Bird Assessment and Bat Fauna Impact Assessment within the EcIA (Altemar 2026) that have been included with the planning documentation.

There is a total of 3 no. Special Areas of Conservation (SAC) and 2 no. Special Protection Areas (SPA) located within 15 km and beyond 15km with the potential for a hydrological pathway for the Proposed Development (see Table 6-1, below).

Table 6-1 European Sites Located Within the Potential Zone of Influence of the Proposed Development

Site Name	Distance
Special Areas of Conservation (SAC)	
Rye Water Valley/ Carton SAC	5.49 km
South Dublin Bay SAC	19.90 km
North Dublin SAC	20.56 km
Special Protection Areas (SPA)	
South Dublin Bay and River Tolka Estuary SPA	17.73 km
North Bull Island SPA	20.56 km

The accompanying AA Screening Report (Altemar 2026) has assessed the potential for significant effects of the construction and operational phases of the Proposed Development on Natura 2000 sites and habitat loss/alteration, habitat/species fragmentation, disturbance and/or displacement of species, change in population density and changes in water quality. The Appropriate Assessment (AA) Screening Report (Altemar 2026) notes that foul water discharge from the Proposed Development will be ultimately treated at Ringsend Wastewater Treatment Plant (WWTP). There is a hydrological pathway via the Tolka_020, located in the east of the project site, to South Dublin Bay SAC (approx. 24.89 km downstream), South Dublin Bay and River Tolka Estuary SPA (approx. 21 km downstream), North Dublin Bay SAC and North Bull Island SPA (both 23.61 km downstream).However, the AA Screening report notes that 'Given the minimum distance from the proposed development site to European sites at Dublin Bay, the surface water treatment and further dilution of surface water that will occur along the watercourse before reaching Dublin Bay, and the fact that foul water will be treated at Ringsend WWTP via the foul sewer network, any pollutants, dust or silt laden run off will be dispersed, diluted, and ultimately treated within the public network prior to reaching the marine environment'.

The AA Screening Report (Altemar 2026) concludes that:

> *'The proposed development is located in a suburban environment, 5.49 km from the nearest Natura 2000 site (Rye Water Valley/ Carton SAC). Watercourses and surface runoff are seen as the main potential pathway for impacts on Natura 2000 sites. The Tolka_020, located in the east of the project site, connects the project development site to Dublin Bay and the associated Natura 2000 sites including South Dublin Bay SAC (approx. 24.89 km downstream), South Dublin Bay and River Tolka Estuary SPA (approx. 21 km downstream), North Dublin Bay SAC and North Bull Island SPA (both 23.61 km downstream). In addition, there is an indirect pathway via the foul water network. Foul water drainage from the site will discharge, via gravity, to an on-site Type 3 foul pump station (providing 24-hour storage), then to the existing foul sewer within Dunboyne Industrial Estate, at the Navan Road/Dunboyne Business Park Road junction. This connects to the wider Uisce Éireann foul network, ultimately conveying flows to Ringsend WWTP, where it will be treated under licence prior to discharge to Dublin Bay. There is, therefore, an indirect hydrological pathway from the proposed development site via surface water and foul water drainage to the European sites located within Dublin Bay. However, given the minimum distance from the proposed development site to European sites at Dublin Bay, the surface water treatment and further dilution of surface water that will occur along the watercourse before reaching Dublin Bay, and the fact that foul water will be treated at Ringsend WWTP via the foul sewer network, any pollutants, dust or silt laden run off will be dispersed, diluted, and ultimately treated within the public network prior to reaching the marine environment.* '

Having taken into consideration foul and surface water drainage from the proposed development, the distance between the proposed development to designated conservation sites, lack of direct hydrological pathway or biodiversity corridor link to conservation sites, and the dilution and attenuation effect with other effluent and surface runoff, it is concluded that the proposed development would not give rise to any significant effects to designated sites. The construction and operation of the proposed development will not impact on the conservation objectives of qualifying interests of European sites.

This report presents a Stage 1 Appropriate Assessment Screening for the proposed altercations to the Proposed Development, outlining the information required for the competent authority to screen for appropriate assessment and to determine whether or not the Proposed Development, either alone or in combination with other plans and projects, in view of best scientific knowledge, is likely to have a significant effect on any European or Natura 2000 site.

On the basis of the content of this report, the competent authority is enabled to conduct a Stage 1 Screening for Appropriate Assessment and consider whether, in view of best scientific knowledge and in view of the conservation objectives of the relevant European sites, the Proposed Development, individually or in combination with other plans or projects is likely to have a significant effect on any European site.

There were no rare or protected habitats recorded in the study area. None of the qualifying habitats or species of the European sites considered in the potential zone of impact, i.e. the geographical area over which a proposed development could affect the receiving environment in a way that could have significant effects on a European site, occur under the footprint of the proposed works areas.

6.3 Absorption Capacity of The Natural Environment

The Proposed Development, due to its size and localised nature, will not have any significant negative effect on wetlands, riparian areas, river mouths, coastal zones and the marine environment, mountain and forest areas, nature reserves and parks, or densely populated areas.

6.3.1 Wetlands, riparian areas, river mouths

Dunboyne is not a location hosting significant wetlands or riparian areas. The closest wetlands are c. 0.74km from the site (Dunboyne Tolka Wetlands MIW_MH636) and there is a hydrological connection with the Site.

6.3.2 Coastal zones and the marine environment

The Proposed Development is not situated on a coastline or within the marine environment. The closest coastal waterbody is 22.38km (South Dublin Bay and River Tolka Estuary 004024) from the site and is hydrologically connected via the Tolka stream.

6.3.3 Mountain and forest areas

The Proposed Development is not located within a mountainous area; the closest mountain range is the (Wicklow Mountains SAC 002122) c. 25.8km from the Site.

Consultation of the NPWS Woodlands Monitoring survey[11] reveals that there are no NSNW (National Survey of Native Woodlands) Woodlands, Ancient and Long-established Woodland, or native Juniper formations within the ZOI. The closest of these woodlands is a Native woodland- Mixed broadleaved woodland / Oak-ash-hazel woodland, Site code: 938) c. 6km south-west from the Site.

[11] https://maps.biodiversityireland.ie/Map

6.3.4 Nature reserves and parks

National Parks and Wildlife database[12] shows that the site is not located within or adjoining any Nature Reserves. The closest Nature Reserve, North Bull Island Nature Reserve is c. 22.79km from the proposed Site.

6.3.5 Protected areas

The Proposed Development is not located within or adjacent to areas classified or protected under legislation, including Natura 2000 areas designated pursuant to the Habitats Directive[17] and the Birds Directive[13].

The potential ecological impacts of development have been considered in terms of the sensitivity of the location through the Appropriate Assessment (AA) Screening Report (Altemar, 2026) and this concluded that there is no connectivity to any Natura 2000 sites within the potential zone of Influence.

6.3.6 EU environmental quality status

The Proposed Development is not located within or adjacent to any areas in which there has already been a failure to meet the environmental quality standards laid down in legislation of the European Union and relevant to the project, or in which it is considered that there is such a failure.

Sections 6.2.1 and 6.2.2 of this report have shown that the hydrological and hydrogeological environment within which the Proposed Development is located are currently "not at risk" of reaching applicable EU quality status.

6.3.7 Densely populated areas

The Proposed Development is not located within a densely populated area. Section 5.1 of this report shows that the maximum ZOI for outward effects from the Proposed Development is 500m. Section 5.2 and Appendix A of this report identifies all potential cumulative developments.

The proposed development which is situated south of the Dunboyne business park and bounded by the R157 on the west, R188 c. 600m north of Dunboyne. The predominant land use surrounding the site is agricultural, with some industrial and residential uses.

Within the ZOI, the nearest residential locations are a housing estate (Plunkett Hall) abutting to the south. Further south are a number of housing estates which stretch within close proximity to the proposed development towards Dunboyne; Luttrell Hall (200m).

Small steps, elementary school, Dunboyne Junior Primary School and St. Peters' National School are situated at 205m, 667.5m and 952m respectively south of the facility. Dunboyne College of Further Education is located at 536m east of the facility.

The latest census data (2022) indicates that the electoral division of Dunboyne has a population of 10,698 which is 4.8% of the total Meath population. The 2022 Census indicated a stable residential population with a 13.2% increase in population from 2016.

[12] https://www.npws.ie/nature-reserves
[13] 97/49/EC

6.3.8 Landscapes and sites of historical, cultural or archaeological significance

Consultations with the Meath County Council Development Plan confirm that the development site is not located within or adjoining an Architectural or General Conservation Area; and is not covered by protected views, scenic routes or viewpoints.

There are no landscape designations on the subject site and the site is not located within a designated area of landscape character.

EPA maps[14] indicates that the closest Record of Monument and Place (RMP) is an Enclosure (ME 050-027 c. 1.24km from proposed Site.

The Irish Archaeology Consultancy Ltd have prepared an Archaeological Assessment (AA) for the development site and was further informed by a geophysical survey. The AS notes that there are no recorded monuments within the site boundary and that there are five recorded monuments within 500m of the subject site. The nearest recorded monument was noted as a large enclosure located c.1.24km from the site. Investigations in the wider area have shown remains from the Bronze Age and the medieval periods with no past archaeological investigations on the subject site. It was noted in the AS the following:

'A review of the aerial photographic coverage and historic mapping did not identify any previously unrecorded sites of archaeological potential. The field inspection confirmed these baseline results, with the site comprising a previously undeveloped open field. No previously unrecorded sites or areas of archaeological potential were noted'.

A geophysical survey was undertaken by Ger Dowling under licence 26R0521. Several small possible pits/deposits were mapped, although an archaeological origin for these was defined as tentative. Evidence for former land division was also recorded.

Despite extensive archaeological investigations that have been carried out within the environs of Dunboyne, as a result of recent residential developments, the area under assessment is defined as possessing low archaeological assessment, based on the results of this assessment'.

[14] https://gis.epa.ie/EPAMaps/SEA

7. TYPES AND CHARACTERISTICS OF POTENTIAL IMPACTS AND MITIGATION

This section sets out the likely significant effects on the environment of Proposed Development in relation to criteria set out under paragraphs 1 and 2 (as set out in Sections 4 and 6 above), with regard to the impact of the project on the factors specified in paragraph (b)(i)(I) to (V) of the definition of '*environmental impact assessment report*' in section 171A of the Act[3] (as amended).

The quality, magnitude and duration of potential impacts are defined in accordance with the criteria provided in the *Guidelines on Information to be Contained in Environmental Impact Assessment Reports* (EPA 2022) and these criteria are duplicated in Table 7-1 and assessed in Section 7.

Table 7-1 Schedule of Impacts following EPA Guidelines

Characteristic	Term	Description
Quality of Effects	Positive	A change which improves the quality of the environment
	Neutral	No effects or effects that are imperceptible, within normal bounds of variation or within the margin of forecasting error.
	Negative/Adverse	A change which reduces the quality of the environment
Describing the Significance of Effects	Imperceptible	An effect capable of measurement but without significant consequences
	Not significant	An effect which causes noticeable changes in the character of the environment but without significant consequences
	Slight Effects	An effect which causes noticeable changes in the character of the environment without affecting its sensitivities
	Moderate Effects	An effect that alters the character of the environment in a manner that is consistent with existing and emerging baseline trends
	Significant Effects	An effect, which by its character, magnitude, duration or intensity alters a sensitive aspect of the environment
	Very Significant	An effect which, by its character, magnitude, duration or intensity significantly alters most of a sensitive aspect of the environment.
	Profound Effects	An effect which obliterates sensitive characteristics
Describing the Extent and Context of Effects	Extent	Describe the size of the area, the number of sites, and the proportion of a population affected by an effect.
	Context	Describe whether the extent, duration, or frequency will conform or contrast with established (baseline) conditions (is it the biggest, longest effect ever?)
Describing the Probability of Effects	Likely Effects	The effects that can reasonably be expected to occur because of the planned project if all mitigation measures are properly implemented.
	Unlikely Effects	The effects that can reasonably be expected not to occur because of the planned project if all mitigation measures are properly implemented.
Describing the Duration and Frequency of Effects	Momentary Effects	Effects lasting from seconds to minutes
	Brief Effects	Effects lasting less than a day
	Temporary Effects	Effects lasting less than a year
	Short-term Effects	Effects lasting one to seven years.
	Medium-term Effects	Effects lasting seven to fifteen years
	Long-term Effects	Effects lasting fifteen to sixty years
	Permanent Effects	Effects lasting over sixty years

	Reversible Effects	Effects that can be undone, for example through remediation or restoration
	Frequency of Effects	Describe how often the effect will occur. (once, rarely, occasionally, frequently, constantly – or hourly, daily, weekly, monthly, annually)
Describing the Type of Effects [a]	Indirect Effects (a.k.a secondary or Off-site effects)	Effects on the environment, which are not a direct result of the project, often produced away from the project site or because of a complex pathway.
	Cumulative Effects	The addition of many minor or insignificant effects, including effects of other projects, to create larger, more significant effects.
	'Do Nothing Effects	The environment as it would be in the future should the subject project not be carried out
	'Worst case' Effects	The effects arising from a project in the case where mitigation measures substantially fail
	Indeterminable Effects	When the full consequences of a change in the environment cannot be described
	Irreversible Effects	When the character, distinctiveness, diversity, or reproductive capacity of an environment is permanently lost
	Residual Effects	The degree of environmental change that will occur after the proposed mitigation measures have taken effect
	Synergistic Effects	Where the resultant effect is of greater significance than the sum of its constituents (e.g. combination of Sox and NOx to produce smog)

a. For the purposes of facilitating the Competent Authority in conducting Environmental Impact Assessment as defined by Annex 1 of the EU Directive[15], the terms 'imperceptible effects', 'not significant effects', 'slight effects', and 'moderate effects' used within this report, while exhibiting varying degrees of impact, are all considered to be without significant consequence.

7.1 Population And Human Health

7.1.1 Construction Phase

The potential impacts of the Proposed Development on population and human health would be nuisances such as increased air pollution (dust), noise, traffic, and visual impact of the construction phase. The likely potential impact of the Proposed Development with respect to population and human health during the construction phase can be considered to be ***negative, not significant*** and ***short-term.***

These potential short-term impacts during the construction will be mitigated in accordance with the OCEMP, and through implementation of binding hours of construction.

There is no significant risk of pollution of soil, groundwater or watercourses associated with the Proposed Development. The construction phase of the Proposed Development will provide for the temporary employment of construction workers which will provide benefits for local businesses providing retail or other services to construction workers and potential additional employment in the area.

The OCEMP sets out mitigation measures in the form of requirements and standards in relation to construction noise, traffic, and dust generation that must be met during the construction phase. The accompanying OCEMP notes that the mitigation and safety measures will be put in place to ensure a responsibly managed construction process. All mitigation measures outlined therein will be implemented, as well as any additional measures required pursuant to planning conditions which may be imposed.

[15] European Union Environmental Impact Assessment (EIA) Directive 2011/92/EU as amended by 2014/52/EU

The residual impact of the Proposed Development with respect to population and human health during the construction phase after the implementation of mitigation measures set out in this report and the OCEMP, is ***negative***, ***not significant*** and ***short-term***.

Having regard to the foregoing, there is no likelihood of significant effects on the environment arising from the Proposed Development in respect of population and human health impacts during the construction phase. Therefore, a requirement for subthreshold EIA does not arise. Repeated below.

7.1.2 Operational Phase

Upon completion, the operational phase will provide an important material asset for the area in terms of a high-quality mixed-use development. As noted in the Architectural Design Statement (JFA Architects. 2026), the proposal has been designed to reflect the objectives of the Meath County Development Plan 2021 - 2027. It also takes into account the Quality Housing for Sustainable Communities Guidelines 2007, Design Manual for Urban Roads and Streets (DMURS 2019), Urban Design Manual 2009, Childcare Facilities - Guidelines for Planning Authorities (2001), Planning Design Standards for New Apartments 2025 and Sustainable Residential Development and Compact Settlements Guidelines (2024).

Dunboyne is identified as a Metropolitan Growth area and a Self-Sustaining Growth Town. The design proposal has been considered from the wider context with a particular focus on the accessible location within walking and cycling distance of Dunboyne Town Centre (c. 850m) and to strengthen Dunboyne's role as a Self-Sustaining Growth Town within the Regional Spatial and Economic Strategy.

There are no landscape designations on the subject site, and the site is not located within a designated area of landscape character. The retention of existing hedgerows and sensitive treatment of the riparian corridor in the northeast of the site not only assists in the Sustainable Urban Drainage Systems (SuDS) but maintains the biodiversity on site. Additional tree planting and swift boxes on apartment blocks enhances biodiversity within the development.

There are no planned direct discharges to water or land, although the risk of accidental discharge or spills exists. A number of design measures are proposed to prevent the contamination of groundwater during the operational phase as described in Section 7.3.

The Proposed Development will not result in any off-site exceedance of the relevant ambient air quality standards, see Section 7.4 for further detail.

The Proposed Development will also not result in any noise or vibration exceedances at the nearest sensitive receptors, see Section 7.4 for further detail.

The design of the Proposed Development has due regard of the sensitivity of the surroundings and is not likely to adversely impact on local populations. A Detailed Daylight and Sunlight Impacts Assessment by Gia (2026) has concluded that the Proposed Development would not give rise to adverse effects on daylight or sunlight amenity to existing neighbouring properties. Landscape and Visual impacts are discussed further in Section 7.7.

The residual impact of the Proposed Development with respect to population and human health during the operational phase is ***negative***, ***not significant*** and ***long-term***.

Having regard to the foregoing, there is no likelihood of significant effects on the environment arising from the Proposed Development in respect of population and human health impacts during the operational phase. Therefore, a requirement for subthreshold EIA does not arise. This is repeated above.

7.2 Biodiversity

The potential impact from the Proposed Development on biodiversity with particular attention to species and habitats protected under the Habitats Directive[16] and the Birds Directive[17] has been considered as a part of the AA Screening Report and the EcIA including the 2025/2026 Wintering Bird Assessment and the Bat Fauna Impact Assessment prepared by Altemar (2026) included with the planning documentation. These reports assessed the potential for significant effects of the construction and operational phases of the Proposed Development on Natura 2000 sites and habitat loss/alteration, habitat/species fragmentation, disturbance and/or displacement of species, change in population density and changes in water quality.

7.2.1 Construction Phase

With reference to bat activity, the Bat Fauna Assessment Survey noted that *' There are trees of bat roosting potential located onsite. Two common pipistrelles were noted emerging from an ash tree in the southern boundary. Trees with bat roosting potential including the bat roost are proposed to be retained. Foraging activity was concentrated to treelines throughout the proposed site. Lighting during construction could impact on foraging activity. The removal of vegetation will result in the loss of foraging areas'.*

In this regard, mitigation measures have been outlined within the EcIA to ensure that bats transiting the site will not be significantly impacted. As outlined in the EcIA (Altemar EcIA 2026), the following mitigation will be implemented during the construction phase:

- None of the trees of bat roosting potential including the bat roost are to be removed.
- Tree protection measures will be in place prior to commencement and overseen by a qualified arborist.
- Lighting is to be carried out so that no lighting greater than 1 lux or 1 lux greater than the baseline, is to be observed/measured on the bat roost.

If levels of greater than 1 lux are seen on the tree that is a bat roost the lighting is to be revised including back spill protection and other mitigation until no lighting greater than 1 lux is observed.

- During operation, lighting will comply with Bat Lighting Guidelines.

With reference to wintering birds, the 2025/2026 Wintering Bird Assessment noted that 'A total of 18 species were recorded within, above and adjacent to the survey area across five surveys. 13 green and four amber listed bird species of conservation concern in Ireland (BoCCI) were recorded either within, over and immediately adjacent to the survey area. One species, Black-headed Gull, listed as a Qualifying Interest of the nearest downstream SPA, South Dublin Bay and River Tolka Estuary SPA (17.73 km). No red-listed species of conservation concern in Ireland were recorded during the surveys. One species, Grey Heron, listed on Dublin Bay's I-WeBS Sit Summary (0U404), was noted flying over the survey area.

In this regard, mitigation measures have been outlined within the EcIA to ensure that wintering birds will not be significantly impacted. As outlined in the EcIA (Altemar EcIA 2026), the following mitigation will be implemented during the construction phase:

- An Ecological Clerk of Works (ECoW) will be appointed to oversee the construction phase and to oversee the implementation of all mitigation including compliance with Wildlife Acts and Water Pollution Acts and ensure that biodiversity in neighbouring areas including birds will not be impacted.
- Relevant guidelines and legislation (Section 40 of the Wildlife Acts, 1976 to 2012) in relation to the removal of trees and timing of nesting birds will need be followed e.g. do not remove trees or shrubs

[16] 92/43/EEC
[17] 2009/147/EC

during the nesting season (1st March to 31st August). Should this not be possible a pre-clearance inspection will be carried out by an ecologist and clearance will not take place if nests are present.

- 20 bird boxes to be placed on site.

It was concluded that 'However, it is considered that the subject site is not of significance to species listed as SCIs of nearby SPA(s), in particular the South Dublin Bay and River Tolka Estuary SPA. The reduction in foraging and potential roosting areas are not significant in the context of current use by wintering birds and the widespread and abundant habitats of comparable and superior suitability in the wider area. In addition, given that the site is located 17.73 km to the north-west of the nearest SPA, no significant noise and vibration during construction will impact the SCI species within this designated site. Impacts on wintering bird species foraging and transiting between foraging/roosting sites are not likely in the absence of mitigation measures. No significant impact on species listed as SCIs of nearby SPAs, in particular the South Dublin Bay and River Tolka Estuary SPA, or bird species of conservation interest, are predicted'.

The accompanying AA Screening Report (Altemar 2026) has assessed the potential for significant effects of the construction and operational phases of the Proposed Development on Natura 2000 sites and habitat loss/alteration, habitat/species fragmentation, disturbance and/or displacement of species, change in population density and changes in water quality. The Appropriate Assessment (AA) Screening Report (Altemar 2026) notes that foul water discharge from the Proposed Development will be ultimately treated at Ringsend Wastewater Treatment Plant (WWTP). There is a hydrological pathway via the Tolka_020, located in the east of the project site, to South Dublin Bay SAC (approx. 24.89 km downstream), South Dublin Bay and River Tolka Estuary SPA (approx. 21 km downstream), North Dublin Bay SAC and North Bull Island SPA (both 23.61 km downstream).However, the AA Screening report notes that 'Given the minimum distance from the proposed development site to European sites at Dublin Bay, the surface water treatment and further dilution of surface water that will occur along the watercourse before reaching Dublin Bay, and the fact that foul water will be treated at Ringsend WWTP via the foul sewer network, any pollutants, dust or silt laden run off will be dispersed, diluted, and ultimately treated within the public network prior to reaching the marine environment'.

The AA Screening Report (Altemar 2026) concludes that:

'The proposed development is located in a suburban environment, 5.49 km from the nearest Natura 2000 site (Rye Water Valley/ Carton SAC). Watercourses and surface runoff are seen as the main potential pathway for impacts on Natura 2000 sites. The Tolka_020, located in the east of the project site, connects the project development site to Dublin Bay and the associated Natura 2000 sites including South Dublin Bay SAC (approx. 24.89 km downstream), South Dublin Bay and River Tolka Estuary SPA (approx. 21 km downstream), North Dublin Bay SAC and North Bull Island SPA (both 23.61 km downstream). In addition, there is an indirect pathway via the foul water network. Foul water drainage from the site will discharge, via gravity, to an on-site Type 3 foul pump station (providing 24-hour storage), then to the existing foul sewer within Dunboyne Industrial Estate, at the Navan Road/Dunboyne Business Park Road junction. This connects to the wider Uisce Éireann foul network, ultimately conveying flows to Ringsend WWTP, where it will be treated under licence prior to discharge to Dublin Bay. There is, therefore, an indirect hydrological pathway from the proposed development site via surface water and foul water drainage to the European sites located within Dublin Bay. However, given the minimum distance from the proposed development site to European sites at Dublin Bay, the surface water treatment and further dilution of surface water that will occur along the watercourse before reaching Dublin Bay, and the fact that foul water will be treated at Ringsend WWTP via the foul sewer network, any pollutants, dust or silt laden run off will be dispersed, diluted, and ultimately treated within the public network prior to reaching the marine environment. '

Having taken into consideration foul and surface water drainage from the proposed development, the distance between the proposed development to designated conservation sites, lack of direct hydrological pathway or biodiversity corridor link to conservation sites, and the dilution and attenuation effect with other effluent and surface runoff, it is concluded that the proposed development would not give rise to

any significant effects to designated sites. The construction and operation of the proposed development will not impact on the conservation objectives of qualifying interests of European sites'.

With reference to the Proposed Development and impacts to surface and foul water discharge, Altemar (EcIA 2026) noted that 'In the absence of any measures on site given the substantial hydrological distance, dilution, mixing and flocculation within the watercourse, any pollutants, dust or silt-laden run-off/pollution that enters the drainage network will be at negligible levels, prior to reaching Dublin Bay. Foul water will be treated at Ringsend WWTP via the foul sewer network, any pollutants, dust or silt laden run off will be dispersed, diluted, and ultimately treated within the public network prior to reaching the marine environment'. The mitigation measures are detailed further in the OCEMP (CS Consulting, 2026). As concluded in the EcIA (Altemar, 2026) 'It is essential that these measures outlined are complied with, to ensure that the proposed development does not have "downstream" environmental impacts and significant impacts on biodiversity on site.'

With reference to the Arboricultural Impact Assessment (McCorkell, 2026), the construction phase will require the removal of c. 46 no. trees and hedgerows to facilitate the Proposed Development, resulting in an initial impact to the canopy cover of the local surrounding areas. The majority of the trees to be removed are low quality (C2 -30) or unsuitable for retention (U—13) with 3 medium quality (B2 and the impact to the local landscape is not considered to be significant.

The Arboricultural Impact Assessment sets out construction-phase mitigation measures for the protection of trees, including the use of tree protective measures, ground protection, and supervision by a suitably qualified arboricultural consultant at key stages of the project.

On the basis of the foregoing, and with regard to the evidence and mitigation measures set out within the AA Screening Report and Ecological Impact Assessment, the potential effects on local biodiversity and ecology are negative, slight, and ranging from short-term to permanent for the construction phase.

Having regard to the foregoing, there is no likelihood of significant effects on the environment arising from the Proposed Development in respect of biodiversity impacts during the construction phase. Therefore, a requirement for sub-threshold EIA does not arise.

On the basis of the foregoing, and with regard to the evidence set out within the AA Screening Report, EcIA, 2025/2026 Wintering Bird Assessment and Bat Fauna Impact Assessment Survey, the potential effects on local biodiversity and ecology are ***minor adverse, slight, not significant*** and ***short-term*** for the construction phase.

Having regard to the foregoing, there is no likelihood of significant effects on the environment arising from the Proposed Development in respect of biodiversity impacts during the construction phase. Therefore, a requirement for sub-threshold EIA does not arise.

7.2.2 Operational Phase

The accompanying AA Screening Report, EcIA, 2025/2026 Wintering Bird Assessment and Bat Fauna Impact Assessment Survey (Altemar 2026) submitted with the planning documentation have assessed the potential for significant impacts of the operational phase of the Proposed Development with regards to biodiversity.

With reference to bat activity, the EcIA (Altemar 2026) noted that 'The proposed development will change the local environment as new structures are to be erected and existing vegetation and trees will be removed. Bats were noted foraging on site and foraging areas will be reduced as a result of the proposed development, but not significantly in the context of current bat foraging levels and as bat foraging areas and commuting features will persist. A bat roost is located in an ash tree along the southern boundary however, this tree is not proposed for removal. Public lighting onsite will comply with bat lighting guidelines'.

The lighting strategy by Fallon Design (2026) ensures that the light spill will be contained within the site boundary specifically along the southern, eastern and western boundaries, and open space areas will be kept unlit. Lighting is compliant with bat lighting guidelines with a temperature of 3000K.

The effects of operational phase on bats are considered to be ***Moderate adverse / International / Negative Impact / Not significant / Long term***.

With reference to wintering birds, the EcIA (Altemar 2026) noted that 'The proposed development will change the local environment as new structures are to be erected. The buildings are comprised of solid materials on the exterior and will be lit up. These buildings would be clearly visible to bird species and would not pose a significant collision risk. Foraging area would be lost overall, but insignificantly given the vast amount of similar habitat in the wider landscape. As the landscaping elements enhance biodiversity and increase botanical and habitat structure diversity of the site, bird nesting habitats would increase to similar or greater levels as is currently available'.

The effects of operational phase on birds are considered to be ***Low adverse / site / Negative Impact / Not significant / long term***.

As noted above, and within the AA Screening Report (Altemar 2026), the foul and surface water discharge during the operation has a hydrological pathway via the Tolka_020, located in the east of the project site, to South Dublin Bay SAC (approx. 24.89 km downstream), South Dublin Bay and River Tolka Estuary SPA (approx. 21 km downstream), North Dublin Bay SAC and North Bull Island SPA (both 23.61 km downstream). However, the AA Screening report notes that 'Given the minimum distance from the proposed development site to European sites at Dublin Bay, the surface water treatment and further dilution of surface water that will occur along the watercourse before reaching Dublin Bay, and the fact that foul water will be treated at Ringsend WWTP via the foul sewer network, any pollutants, dust or silt laden run off will be dispersed, diluted, and ultimately treated within the public network prior to reaching the marine environment'.

The AA Screening Report concludes that ' Having taken into consideration foul and surface water drainage from the proposed development, the distance between the proposed development to designated conservation sites, lack of direct hydrological pathway or biodiversity corridor link to conservation sites, and the dilution and attenuation effect with other effluent and surface runoff, it is concluded that the proposed development would not give rise to any significant effects to designated sites. The construction and operation of the proposed development will not impact on the conservation objectives of qualifying interests of European sites'.

With reference to the Arboricultural Impact Assessment (McCorkell, 2026), new planting of high-quality trees will mitigate the loss of trees at the site. Planting should be carried out and maintained in accordance with the landscape design documents, and should consider the mature growing size of the trees for long-term sustainability.

On the basis of the above with regard to the evidence set out within the AA Screening Report, EcIA, Bat Fauna Impact Assessment and 2025/2026 Wintering Bird Assessment, the potential effects on local biodiversity and ecology are ***not significant - moderate, negative*** and ***long-term*** for the operational phase.

Having regard to the foregoing, there is no likelihood of significant effects on the environment arising from the Proposed Development in respect of biodiversity impacts during the operational phase. Therefore, a requirement for sub-threshold EIA does not arise.

7.3 Land, Soils, Geology, Hydrogeology, Hydrology

7.3.1 Construction Phase

7.3.1.1 Potential for increased sediment and runoff from excavation, soil handling, removal and compaction

Land clearing, earthworks and excavations will be required for construction phase operations to facilitate site clearance, construction of new buildings, foundations and installation of services.

Run-off water containing silt will be contained on-site and treated to ensure adequate silt removal. Silt reduction measures on site will include a temporary positive drainage system prior to commencement of the construction works, to collect surface water runoff from the site during construction. A series of geotextile-lined cascading, high level outfall settling basins will be installed upstream of an agreed discharge point, the location of which is to be determined by the contractor as part of their detailed Construction and Environmental Management Plan and approved by Meath County Council. This temporary surface water management facility will throttle runoff and allow suspended solids to be settled out and removed before being discharged in a controlled manner to the agreed outfall. All inlets to the cascading settling basins will be riprapped to prevent scour and erosion in the vicinity of the inlet.

Movement of material will be minimised to reduce the degradation of soil structure and generation of dust. Excavations will remain open for as little time as possible before the placement of fill. This will help to minimise the potential for water ingress into excavations. Soil from works will be stored away from existing drainage features to avoid any potential impact.

The site preparation, excavations and levelling works required to facilitate construction of foundations and the installation of services will require site clearance and excavation works to a reduced level. Any material which is exported from site, if not correctly managed or handled, could impact negatively on human beings (onsite and offsite) as well as water and soil environments. All excavated materials will be visually assessed for signs of possible contamination such as staining or strong odours. Should any unusual staining or odour be noticed, samples of this soil will be analysed for the presence of possible contaminants in order to ensure that historical pollution of the soil has not occurred. Should it be determined that any of the soil excavated is contaminated, this will be disposed of by a suitably permitted/licensed waste contractor.

Stockpiles of soil and construction aggregate can have the potential to cause negative impacts on air and water quality. The effects of soil stripping and stockpiling will be mitigated against through the implementation of appropriate earthworks handling protocol during construction.

In respect of the foregoing, and the measures set out in the OCEMP prepared by CS Consulting, the residual impact as a result of the potential for increased sediment and runoff from excavation works on, land, soils, geology, hydrogeology, and hydrology during construction is considered to be ***negative, imperceptible*** and ***short-term.***

7.3.1.2 Potential for contamination from accidental spills and leaks

There is potential for water (rainfall and/or discontinuous perched groundwater) to become contaminated with pollutants associated with construction activity. Contaminated water, which arises from construction sites, can pose a significant short-term risk to water quality for the duration of the construction, if contaminated water is allowed percolate to the aquifer or accidental discharges into surface water.

Machinery activities on site during the construction phase may result in run off of contaminated waters into surface water networks or ground water. Potential impacts could arise from accidental spillage of fuels, oils, paints, cement, etc., which could impact surface water if allowed to runoff into surface water systems and/or receiving watercourses or groundwaters.

The potential impacts during the construction phase are required to be mitigated by best practice construction with respect to storage of any hazardous substances (fuels, chemicals and other construction materials that may pose a risk to the environment).

In respect of the foregoing, the residual impact in respect of the potential for impacts related to contamination from accidental spills on soils, geology, hydrogeology, and hydrology during construction is considered to be ***negative, imperceptible*** and ***short-term.***

7.3.1.3 Dewatering, run-off and sediment loading

There is the potential for contaminated surface water run-off from site preparation, levelling, landscape contouring and excavations during the construction phase which may contain increased silt levels or become polluted from construction activities. Silt water can arise from excavations, exposed ground, stockpiles, and access roads.

Construction water containing large amounts of silt or other contaminants, such as hydrocarbons, has the potential to cause negative, and short-term impacts to receiving surface water bodies, or surface water networks, if not adequately mitigated.

Where dewatering is required during the construction phase, dirty water will be fully and appropriately treated and attenuated before being appropriately discharged. As detailed in the OCEMP (CS Consulting, 2026), the sediment and water pollution control plan entails the following action:

- Minimisation site disturbance
- Implement sediment control (temporary surface water management facility). This will include cascading settlement basins lined with geo-textiles installed at a location upstream of an agreed discharge point with the Meath County Council to settle out suspended solids from the surface waters. Inlets to the settling basins to be riprapped to ensure scoring and erosion kept to a minimum as water follows route.
- Minimise the potential for erosion
- Prevent sediment-contaminated water leaving the site
- Such measures shall be agreed as part of the sites discharge license

No silty or contaminated water from the construction works will be discharged to any stormwater network. Depending on the quality of the construction water the discharge of treated water will occur to a discharge point agreed with Meath County Council after settlement treatment. In case of any exceedances of discharge permit conditions, water will be retreated on site or disposed of to a licenced facility.

In respect of the foregoing, the residual impact in respect of the potential for impacts related to dewatering on, soils, geology, hydrogeology, and hydrology during construction is considered to be ***negative, imperceptible*** and ***short-term.***

7.3.1.4 Foul water during construction

Welfare facilities will be provided for the contractors on site during the construction works. During construction, portable sanitary facilities will be provided with waste collected and disposed of appropriately. There are no predicted adverse impacts on wastewater during construction.

Where a connection to foul sewer is sought during the construction phase, this will subject to agreement with Uisce Éireann.

With due consideration to the characteristics of the Proposed Development and the site location, there are no likely potential significant impacts of the Proposed Development in relation to foul water during construction, under the environmental factor of land, soils, geology, hydrogeology, and hydrology.

7.3.1.5 Potential for impacts on Water Framework Directive status

There is a potential of accidental discharges during the construction phase, however these are temporary short-lived events that will not impact on the WFD status in the long-term.

The Proposed Development will not impact on trends in water quality and overall WFD status assessment of the surface water bodies Bennetstown (EPA Name: Bennetstown/Tolka (Stream), EPA Code: Tolka_020 EU Code: IE_EA_09T010600), Naulswood Stream (EPA Name: Naulswood, IE_EA_09T010600) and Dunboyne Stream (EPA Name: Dunboyne Stream, IE_EA_09D040500) nor the groundwater body (Dublin (EU Code: IE_EA_G_008)). The Proposed Development will not cause a deterioration in status in any water body, and not prevent it from achieving 'Good Ecological Status' (GES) and 'Good Chemical Status' (GCS).

There is no potential impact on Water Framework Directive status of the surface water bodies and groundwater bodies, therefore no specific mitigation measures are required.

7.3.1.6 Conclusions

Having regard to Sections 7.3.1.1 to 7.3.1.5, there is no likelihood of significant effects on the environment arising from the Proposed Development in respect of land, soils, geology, hydrogeology and hydrology impacts during the construction phase. Therefore, a requirement for sub-threshold EIA does not arise.

7.3.2 Operational Phase

7.3.2.1 Direct and Indirect Discharges Management

The total foul effluent generated by the Proposed development and the Creche is estimated using the Uisce Éireann Code of Practice for Wastewater Infrastructure calculated as a dry weather flow of 1.332 l/sec and peak flow of 8.052 l/sec. The proposed foul drainage primarily will be collected in separate foul drainage pipes discharging to the new on-site Type-3 foul pump station with 24hr storage as per UE Code of Practice. Wastewater will then be pumped via an 80mm rising main to the existing 450mm foul sewer within the Dunboyne Industrial Estate, situated c. 620m north-east of site. The Pre-Connection enquiry was responded to on September 2025 by Uisce Éireann and confirms feasibility of the connection to the Dunboyne Industrial Estate subject to upgrades.

The drainage of surface water is detailed in the Engineering Services Report (CS, 2026), it proposes that the existing storm sewer located along the southern boundary of the site will be diverted to exit the development at the access point discharging to the existing culvert south of the R157.

UE Code of Practice and associated rising main (580m) discharging to an existing foul line at the Navan Road and Dunboyne Industrial Road junction after diversion of an existing 375mm diameter storm pipe and proposed storm drain outfall to the R157/ Summerhill Road roundabout.

The proposed SuDS method of water disposal at the site will ensure that no negative impacts to stormwater leaving the site will arise due to the attenuation measures planned. The drainage of surface water and disposal of foul water is detailed further with the accompanying Engineering Services Report prepared by CS Consulting (2026).

It is proposed that all the foul effluent generated from the proposed development will be collected in separate foul pipes and discharged to a proposed on-site Type 3 foul pump station, designed to provide 24 hour storage capacity as per UÉ Code of Practice. Effluent would then be pumped via an 80mm rising main to the existing 450 mm foul sewer approx. 620m from the development site within the Dunboyne Industrial Estate.

The residual impact on land, soils, geology, hydrogeology, and hydrology during operation is considered to be ***neutral, imperceptible*** and ***long-term.***

7.3.2.2 Flood Risk

The proposed SuDS measures ensures the Proposed Development has been designed to cater for 1:100-year storm events, mitigating the risk of flooding within the confines of the site.

The subject lands have been analysed for risks from fluvial flooding, pluvial flooding, and flooding from groundwater ingress. Through careful design and appropriate mitigation measures the risks and consequences of flooding have been mitigated across the development.

The FRA notes that the site is within Flood Zone C[18]. The FRA concludes that:

> *Overall, the assessment concludes that the site is in Flood Zone C with a low risk of flooding. Potential for pluvial flooding, residual flood risks and consideration of climate change are effectively managed through setting of appropriate finished floor levels and a robust and sustainable site drainage design including SuDS. As such, the development complies with the relevant policies and guidelines and is therefore appropriate for development from a flood risk perspective.*

The residual impact on land, soils, geology, hydrogeology, and hydrology during operation is considered to be ***neutral, imperceptible*** and ***long-term.***

7.3.2.3 Potential for impacts on Water Framework Directive status

There is a potential of accidental discharges during the operational phase, however, these are temporary short-lived events that will not impact on the WFD status in the long-term***.***

The Proposed Development will not impact on trends in water quality and overall WFD status assessment of the surface water bodies Bennetstown (EPA Name: Bennetstown/Tolka (Stream), EPA Code: Tolka_020 EU Code: IE_EA_09T010600), Naulswood Stream (EPA Name: Naulswood, IE_EA_09T010600) and Dunboyne Stream (EPA Name: Dunboyne Stream, IE_EA_09D040500) or the 'Dublin' groundwater body (GWB). The Proposed Development will not cause a deterioration in status in any water body and not prevent it from achieving 'Good Ecological Status' (GES) and 'Good Chemical Status' (GCS).

There is no potential impact on Water Framework Directive status of the surface water bodies and groundwater bodies, therefore, no specific mitigation measures are required.

7.3.2.4 Conclusions

Having regard to Sections 7.3.2.1 to 7.3.2.2, there is no likelihood of significant effects on the environment arising from the Proposed Development in respect of land, soils, geology, hydrogeology and hydrology impacts during the operational phase. Therefore, a requirement for sub-threshold EIA does not arise.

7.4 Air Quality, Climate, Noise and Vibration

7.4.1 Construction Phase

7.4.1.1 Air Quality and Climate

Construction stage traffic and embodied energy of construction materials are expected to be the dominant source of greenhouse gas emissions as a result of the construction phase of the development. Construction

[18] Flood Zone C means an area where the probability of flooding from rivers and the sea is low (less than 0.1% annually or 1 in 1000 for both river and coastal flooding).

vehicles, generators etc., may give rise to some CO_2 and NO_2 emissions. However, due to the short-term nature of these works, the impact on climate will be ***not significant*** and ***short-term***.

Nevertheless, some site-specific mitigation measures will be implemented during the construction phase of the Proposed Development to ensure emissions are reduced further. In particular the prevention of on-site or delivery vehicles from leaving engines idling, even over short periods. Minimising waste of materials due to poor timing or over ordering on site will aid to minimise the embodied carbon footprint of the site.

The greatest potential impact on air quality during the construction phase of the Proposed Development is from construction dust emissions and the potential for nuisance dust and $PM_{10}/PM_{2.5}$ emissions. While construction dust tends to be deposited within 250 m of a construction site, the majority of the deposition occurs within the first 50 m[19].

There is potential for minor degradation of the air quality (dust) in a very localised area during certain parts of the construction process, due to the separation distance between the site and nearby sensitive receptors, including residential dwellings located to the immediate east and south of the site, Plunkett Hall, Garnett Hall, Garnett Vale, Courthill Drive, St. Peters Park. Further south are a number of housing estates which stretch within close proximity to the proposed development towards Dunboyne; The Avenue, The Grove, The Court, Luttrell Hall c.200m to 250m in distance from the Proposed Development.

Small steps, elementary school, Dunboyne Junior Primary School and St. Peters' National School are situated at 205m, 667.5m and 952m respectively south of the facility. Dunboyne College of Further Education is located at 536m east of the facility.

These sensitive receptors are located within 250m of the development site. Therefore, during construction, there is limited potential for dust impacts on these sensitive receptors which would be considered in the absence of mitigation ***negative, moderate*** and ***short-term.***

The pro-active control of fugitive dust will ensure the prevention of significant emissions, rather than an inefficient attempt to control them once they have been released. The main contractor will be responsible for the coordination, implementation and ongoing monitoring of a Dust Management Plan. As noted in the OCEMP prepared by Cs Consulting (2026), the contractor will be required to implement dust control measures in accordance with best practice and with reference to the Air pollution act 1987 and BS 6187: 2011 Code of practice for demolition. Dust mitigation measures to include the following:

- Ensuring construction vehicles have a clean surface to travel on within the site (i.e., haul road).
- Providing a "Full-Body Self Contained" wheel wash, constructed and located within the site confines.
- Ensuring an appropriate wheel or road washing facility is provided as and when required throughout the various stages of construction on site. If conditions require it then a manned power washer will be put in place to assist the wheel wash system.
- The use of appropriate water-based dust suppression systems will greatly reduce the amount of dust and windborne particulates as a result of the construction process. This system will be closely monitored by site management personnel particularly during extended dry periods and in accordance with site management methods.

The residual effects on air quality and climate will be ***moderate, negative,*** and ***short-term*** during the construction phase***.***

[19] IAQM (2024) Guidance on the Assessment of Dust from Demolition and Construction (version 2.2), Institute of Air Quality Management 2024

7.4.1.2 Noise and Vibration

During the construction phase there is potential for temporary impacts on the nearest residential properties due to noise emissions from the plant equipment required for construction.

The magnitude of noise generated will be dependent on a number of factors including the proximity of noise sensitive receptors, construction methods employed, the selection of plant and the construction programming. A variety of items of construction methods and plant items will be required during the various phases of the construction project. Noise will be generated primarily from the onsite construction activity; however noise can be generated during haulage of construction and waste materials to and from site.

There is no published statutory Irish guidance relating to the maximum permissible noise level that may be generated during the construction phase of a project.

The application of avoidance measures, such as binding hours of construction, along with implementation of appropriate noise and vibration control measures, will ensure that noise and vibration impact will not be excessively intrusive. Any impacts will be short term in duration for the construction phase. As noted in the Acoustic Design Statement (Wave Dynamics 2026), all works shall be carried out with compliance with relevant legislation and regulations in relation to noise and vibration. Best practice control measures for noise from construction sites are found within BS 5228 (2009 +A1 2014) part 1. Construction noise impacts are expected to vary during the construction phase of the project, this impact will depend on the distance between the construction activities and noise sensitive receptor. The contractor will ensure that all best practice noise and control methods will be used, to ensure any negative noise impacts at offsite noise sensitive locations are minimised. The best practice measures set out in BS 5228 (2009) Part 1 includes guidance on several aspects of construction site mitigation measures, this includes the

- selection of quiet plant and equipment;
- noise control at source of the noise;
- screening, and;
- public liaison.

Vibrations shall be monitored in accordance with BS 7385-1:1990 'Evaluation and Measurement for Vibration in Buildings' with a limit of 5mm/s ppv.

Noise and vibration effects on the environment following the implementation of standard construction mitigation measures, as set out in the OCEMP, the residual impact can be characterised as ***negative***, ***slight*** to ***moderate***, and ***short-term*** for the construction phase.

7.4.1.3 Conclusions

Having regard to Sections 7.4.1.1 and 7.4.1.2, there is no likelihood of significant effects on the environment arising from the Proposed Development in respect of air quality, climate, noise and vibration impacts during the construction phase. Therefore, a requirement for sub-threshold EIA does not arise.

7.4.2 Operational Phase

7.4.2.1 Air Quality and Climate

In relation to the operational phase of the Proposed Development, the development will not result in any significant emissions of air quality pollutants or greenhouse gases once operational. Therefore, the potential impact to air quality from the operational phase of the Proposed Development is expected to be ***imperceptible***. Therefore, no site-specific mitigation measures are required.

Current EPA guidance states that a development may have an influence on global climate where it represents '*a significant proportion of the national contribution to greenhouse gases*' (EPA, 2003). The '*Guidelines on the Information to be Contained in Environmental Impact Assessment Reports*' (EPA 2022) states that impacts relevant to adaptation to climate change should be assessed and that projects should be assessed in terms of their vulnerability to climate change. The impact to climate from the operational phase of the proposed Project is expected to be imperceptible in terms of national CO_2 emissions and Ireland's agreed limit under the Kyoto Protocol (Framework Convention on Climate Change, 1997, 1999) and the EU Effort Sharing Agreement ('20-20-20' Targets). The Proposed Development will not result in any impacts relevant to adaptation, therefore the project will not be vulnerable to climate change.

On the basis of the above the potential effects on air quality and climate are ***neutral***, ***imperceptible,*** and ***long-term*** for the operational phase. Therefore, the residual impact of the Proposed Development on ambient air quality is deemed to be ***imperceptible***.

7.4.2.2 Noise and Vibration

The operation of the Proposed Development will remain consistent with the type of activity and buildings the vicinity of the Proposed Development site.

The best practice method for measuring and assessing building services plant noise emissions is outlined in the British Standard BS4142:2014+A1:2019 Methods for Rating and Assessing Industrial and Commercial Sound. BS4142:2014+A1:2019 describes methods for rating and assessing sound of an industrial and/or commercial nature. The methods described in this British Standard use outdoor sound levels to assess the likely effects of sound on people who might be inside or outside a dwelling or premises used for residential purposes upon which sound is incident.

The cumulative noise levels from all plant associated with the Proposed Development will be specified and designed to ensure that specific plant noise levels do not exceed 45dB $L_{Aeq,30min}$ at day-time and 55dB $L_{Aeq,30min}$ at night-time at the nearest noise sensitive location[20], as well as any additional measures required pursuant to planning conditions which may be imposed. In addition, due care will be taken to ensure that the selected mechanical plant does not generate any potential tonal or impulsive noise.

The Proposed Development will give rise to additional operational traffic. However, considering that traffic noise levels by 1 dB traffic volumes would need to increase by the order of 25% or greater[21] there will be no perceptible increase in noise and vibration levels.

The Acoustic Design Statement (Wave Dynamics, 2026) states:

'The operational noise assessment has considered noise associated with the completed and occupied development, including typical residential operational activities and relevant plant and equipment where applicable. The predicted operational noise levels are significantly below the existing residual and background sound levels at the nearest noise sensitive receptors. On this basis, no specific operational noise mitigation measures are considered necessary. The assessment concludes that operational noise from the proposed development is not expected to result in adverse noise impacts at nearby noise sensitive receptors. Where any future mechanical plant selections are developed in more detail, these should be reviewed to ensure that they remain consistent with the operational noise criteria set out in this report.'

The residual effects on noise and vibration are ***neutral***, ***imperceptible***, and ***long-term*** for the operational phase.

[20] As determined by the EPA (2016) Guidance Note for Noise: Licence Applications, Surveys and Assessments in Relation to Scheduled Activities (NG4).
[21] DMRB Noise and Vibration (UKHA 2020), Volume 11, Section 3, Part 7. In order to increase traffic noise levels by 1 dB traffic volumes would need to increase by the order of 25%

7.4.2.3 Conclusions

Having regard to Sections 7.4.2.1 to 7.4.2.2, there is no likelihood of significant effects on the environment arising from the Proposed Development in respect of air quality, climate, noise and vibration impacts during the operational phase. Therefore, a requirement for sub-threshold EIA does not arise.

7.5 Material Assets (including Waste Management and Traffic)

The Proposed Development will have an impact upon other material assets and 'built services and infrastructure' (set out in the EPA Guidelines 2022) such as foul drainage stormwater drainage, potable water supplies and electricity supply.

7.5.1 Construction Phase

7.5.1.1 Utilities: Foul Sewer, Stormwater, Potable Water and Electricity

Welfare facilities (canteens, toilets etc.) will be available within the construction compound on site.

Portable sanitary facilities will be provided with waste collected and disposed of appropriately. There are no predicted adverse impacts on wastewater during construction.

No silty or contaminated water from the construction works will be discharged to any stormwater network.

Where dewatering is required during the construction phase, dirty water will be fully and appropriately attenuated before being appropriately discharged.

Where dewatering is required during the construction phase, dirty water will be fully and appropriately treated and attenuated before being appropriately discharged. As detailed in the OCEMP (CS Consulting, 2026), the sediment and water pollution control plan entails the following action:

► Minimisation site disturbance

► Implement sediment control (temporary surface water management facility). This will include cascading settlement basins lined with geo-textiles installed at a location upstream of an agreed discharge point with the Meath County Council to settle out suspended solids from the surface waters. Inlets to the settling basins to be riprapped to ensure scoring and erosion kept to a minimum as water follows route.

► Minimise the potential for erosion

► Prevent sediment-contaminated water leaving the site

► Such measures shall be agreed as part of the sites discharge license

No silty or contaminated water from the construction works will be discharged to any stormwater network. Depending on the quality of the construction water the discharge of treated water will occur to a discharge point agreed with Meath County Council after settlement treatment. In case of any exceedances of discharge permit conditions, water will be retreated on site or disposed of to a licenced facility.

Water will be required for welfare facilities, dust suppression and general construction activities, this will be provided by either tanker or temporary connection to the public main by agreement between the Main Contractor and Uisce Éireann. The construction phase will not use such a quantity of water to cause concern in relation to significant effects on the environment.

Electrical connections will be made by suitably qualified personnel following consultation with the relevant authorities and will be cognisant of subsequent construction works. High voltage connections will be established for heavy duty equipment and site facilities, as required. All electrical works, including

connection to the ESB network, will be carried out by a suitably qualified contractor. The power and electrical supply requirements during construction are relatively minor, and there is no potential impact anticipated on existing users.

In respect of the foregoing, the predicted impacts upon foul sewer, stormwater and potable water and electricity supply are considered to be ***neutral, imperceptible*** and ***short-term*** in nature.

7.5.1.2 Waste and Waste Management

As noted in Section 4.4.1 there will be waste materials produced in the construction of the Proposed Development which will be disposed of using licensed waste disposal facilities and contractors. The scale of the waste production in conjunction with the use of licensed waste disposal facilities and contractors does not cause concern for likely significant effects on the environment.

The accompanying Resource Waste Management Plan (RWMP) prepared by AWN (2026) details the methodologies employed for the control, management, monitoring and disposal of waste from the site. Other than materials associated with materials necessary for the construction of the building the Proposed Development will not produce significant volumes of waste.

All waste arising during the construction phase will be managed and disposed of in a way that ensures the provisions of the Waste Management Act 1996 as amended and associated regulations, the National Waste Management Plan for a Circular Economy 2024 – 2030, and the Eastern Midlands Region Waste Management Plan 2015-2021 are adhered to. In the event there is excess material with no defined purpose, it will be transported to an authorised soil recovery site or notified to the EPA as a by-product when it will be beneficially used. Waste during construction will be managed in accordance with the project specific RWMP prepared by AWN, as well as any subsequent planning conditions.

It is considered that the Proposed Development will not have any significant impact in terms of resources or waste generation.

A carefully planned approach to waste management as set out in the RWMP and summarised in Section 4.4 will ensure that the impact on the environment will be ***short-term, neutral*** and ***imperceptible***.

7.5.1.3 Traffic

As noted in the OCEMP (CS Consulting, 2026), a detailed project specific Traffic Management Plan (TMP) will be developed by the Contractor and agreed with MCC prior to works commencing on site. The TMP shall be formulated to mitigate the impact of construction traffic associated with the Proposed Development. An outline scheme for temporary management of public and construction traffic within the site area is outlined in the OCEMP.

Following the implementation of a TMP, the potential impacts on traffic and transportation are ***negative, slight,*** and ***short-term*** for the construction phase.

7.5.1.4 Conclusions

Having regard to Sections 7.5.1.1 to 7.5.1.3, there is no likelihood of significant effects on the environment arising from the Proposed Development in respect of material assets impacts during the construction phase. Therefore, a requirement for sub-threshold EIA does not arise.

7.5.2 Operational Phase

7.5.2.1 Utilities: Foul Sewer, Stormwater, Potable Water and Electricity

Once the development is completed and the development is operational the primary water demand for domestic and commercial consumption will be from showers, toilets and cooking. A pre-connection enquiry

(Ref. CD325002288) has been lodged with Uisce Éireann to determine if there is adequate capacity in the existing public watermain network to cater for the Proposed Development. As noted in the Engineering Service Report (CS Consulting, 2026), Uisce Éireann have advised feasibility on the conditions of an infrastructure upgrade.

The proposed foul and surface water drainage and water supply connections are detailed further within the accompanying Engineering Service Report prepared by CS Consulting (2026).

Electrical connections will be made by suitably qualified personnel following consultation with the relevant authorities and will be cognisant of subsequent construction works. All electrical works, including connection to the ESB network will be carried out by a suitably qualified contractor. Further details on the electrical strategy are noted in the Sustainability and Energy Report (Fallon Design, 2026). Building services will include low-carbon heating systems, such as individual air-to-water heat pump systems or equivalent technologies, providing space heating and domestic hot water. The final selection of systems will be determined at detailed design stage, with regard to energy performance requirements and regulatory compliance. The power and electrical supply requirements once operational are considered to be relatively minor, and there is no potential impact anticipated on existing users.

In respect of the foregoing, the predicted impacts upon foul sewer, stormwater, potable water and electricity supply are considered to be ***neutral, imperceptible*** and ***long-term*** in nature.

7.5.2.2 Waste and Waste Management

As noted in Section 4.4.2, the Proposed Development will give rise to a variety of waste streams during the operational phase, i.e. when the project is completed, and fully operational. The majority of waste will be generated from packaging for equipment deliveries to the development which is likely to be at its peak in the early months of operation.

During the operational phase a structured approach to waste management, as set out in the OWMP (AWN, 2026) submitted with the planning documentation, will promote resource efficiency and waste minimisation. Provided a high rate of waste prevention, reuse, recycling and recovery is achieved, the predicted impact of the operational phase on the environment will be ***long-term, neutral*** and ***imperceptible.***

7.5.2.3 Traffic

A Preliminary Travel Plan (Mobility Management Plan (MMP)) has been prepared by NRB Consulting Engineers (2026) for the Proposed Development. The MMP includes measures and services that be implemented to support staff & residents within the development, encourage alternative transport modes and support the rationale for zero car parking provision onsite. The MMP notes that a Travel Plan Coordinator will be appointed for the Proposed Development. The Travel Plan Coordinator will be vested with total responsibility for the implementation of the MMP, and will be granted the authority and time to execute the MMP and will be provided with sufficient resources to ensure the MMPs success.

A Property Management Company will be engaged at an early stage of the development to ensure that all property management functions are dealt with for the development including refuse management and which will address traffic and transportation issues associated with servicing and refuse collection for the Proposed Development. The Property Management Company are responsible for ensuring that servicing activity will not affect the free flow or environmental condition of the local road network.

On the basis of the above the potential effects on Traffic and Transportation are ***neutral***, ***imperceptible***, and ***long-term*** for the operational phase.

7.5.2.4 Conclusions

Having regard to Sections 7.5.2.1 to 7.5.2.3, there is no likelihood of significant effects on the environment arising from the Proposed Development in respect of material assets impacts during the operational phase. Therefore, a requirement for sub-threshold EIA does not arise.

7.6 Cultural Heritage and Archaeology

7.6.1 Construction Phase

Section 6.3.8 describes cultural heritage and archaeology of the ZOI for the Proposed Development.

An Archaeological Assessment (AA) has been prepared by the Irish Archaeology Consultancy Ltd for the Proposed Development. As noted in the AA, from the aerial coverage, historic mapping and field survey, the area under assessment has been classed as possessing low archaeological assessment. The geophysical survey did show some anomalies; several small pits/deposits. There are no recorded monuments on the site, with the nearest one a large enclosure ME050-027 located c. 1.24km to the northeast.

The Irish Archaeology Consultancy Ltd has recommended prior to construction works that a programme of archaeological test trenching will take place on the proposed development area. This can be used to assess the archaeological anomalies found in the geophysical survey as well as the undisturbed greenfield areas. These works are carried out under license to the National Monument Service of the Department of Housing, Local Government and Heritage (DoHLGH). Further mitigation measures such as preservation by record or in-situ and archaeological monitoring can be undertaken dependent on the results from the test trenching. Any further mitigation needs to be carried out with approval from the National Monuments Service of the DoHLGH.

The construction phase of the Proposed Development, due to its temporary nature, does not give rise to any impact on cultural heritage provided archaeological test trenching prior to commencement of construction takes place. It is the developer's responsibility to ensure full provision is made available for the resolution of any archaeological remains, both on site and during the post excavation process, should that be deemed the appropriate manner in which to proceed.

In this regard, any impacts upon cultural heritage and archaeology are considered to be ***neutral***, ***imperceptible*** and ***long-term***.

Having regard to the foregoing, there is no likelihood of significant effects on the environment arising from the Proposed Development in respect of cultural heritage and archaeology during the construction phase. Therefore, a requirement for sub-threshold EIA does not arise.

7.6.2 Operational Phase

The operational phase of the Proposed Development is not predicted to have any impact on archaeological and cultural heritage. The development site is a greenfield with mature hedgerows.

The Landscape Report (Ait, 2026) details some of the boundaries defined by hedgerows will be retained, proposed measures to enhance the site's ecological value and to increase biodiversity include the planting of native trees and hedgerows, groups of native shrubs and small trees (hawthorn, Ilex, viburnum), 3. No woodland sanctuaries and large areas of meadows of Irish origin.

In this regard any impacts upon cultural, architectural and archaeological heritage are considered to be ***neutral, imperceptible*** and ***long-term*** in nature.

Having regard to the foregoing, there is no likelihood of significant effects on the environment arising from the Proposed Development in respect of cultural heritage and archaeology impacts during the operational phase. Therefore, a requirement for sub-threshold EIA does not arise.

7.7 Landscape And Visual Impact

7.7.1 Construction Phase

The change of use of the site from its existing use to that of a construction site will give rise to short term and substantially localised effects on landscape character. The initial construction operations created by the clearance of the site and the construction of the Proposed Development will give rise to short-term impacts on the landscape character, through the introduction of the new structure, machinery, ancillary works etc. There will also be a change to the landscape character as a result of a land-use change.

The residual impact on landscape and visual impact during construction will be ***short-term*** and will be ***moderate*** and ***neutral*** to ***negative***.

Having regard to the foregoing, there is no likelihood of significant effects on the environment arising from the Proposed Development in respect of landscape and visual impacts during the construction phase. Therefore, a requirement for sub-threshold EIA does not arise.

7.7.2 Operational Phase

A Landscape Report has been prepared by Ait for the Proposed Development. The Landscape Report notes that the site is agricultural in nature and is located in the northeast of Dunboyne village along Summerhill Road. The Landscape Report states 'The site boundaries are defined by mature hedgerows along the north-east, adjacent to the R-157 road, and along the northern edge near Dunboyne Business Park, where a stream is also present. To the east, the boundary is formed by a 2-metre-high blockwork wall separating the site from the neighbouring dwellings. The southern boundary, along Summerhill Road, is delineated by hedgerows and trees, with access provided via a metal gate'.

The Landscape Report states that the proposed landscape design will increase the site's ecological value and enhance biodiversity with the planting of native species and mix of woodland/meadow areas, protect local fauna with mitigation measures such as lighting designed to minimise impacts on local wildlife and the installation of bat and bird boxes. and the SuDS measures including resinbound gravel, reinforced grass, and natural permeable paving.

In this regard, the significance of impacts from the development is predicted to be ***positive***, ***moderate*** and ***long-term***.

Having regard to the foregoing, there is no likelihood of significant effects on the environment arising from the Proposed Development in respect of landscape and visual impacts during the operational phase. Therefore, a requirement for sub-threshold EIA does not arise.

7.8 Cumulative Impact

As part of the assessment of the Proposed Development, the likelihood of potential cumulative impact of the Proposed Development has been considered with any future development (as far as practically possible) and the cumulative impacts with developments in the locality (including planned, permitted and committed developments).

As outlined in Section 5, above, a list of notable consented developments located within 1km[22] of the development site is included in Appendix A of this report.

Cumulative impacts are those impacts that relate to incremental / additive impacts of the planned development in addition to historical, present or foreseeable future actions. Cumulative impacts can be thought of as occurring through two main pathways: first, through persistent additions or losses of the same materials or resource, and second, through the compounding effects as a result of the coming together of two or more effects.

7.8.1 Construction Phase

There is potential for cumulative effects, in respect of noise, dust, biodiversity and traffic during the construction phase with the following Proposed Developments, located within 1km of the development site with the cumulative developments contained in Appendix A.

During a simultaneous construction phase of the Proposed Development and committed developments outlined above, there is potential for cumulative impacts on noise, dust, biodiversity and traffic in the absence of mitigation. Mitigation measures are included in the design of each development with regards to noise, dust, biodiversity and traffic management. Mitigation measures regarding noise, dust, bats and traffic management during the construction phase of the Proposed Development are included within the OCEMP and EcIA submitted with the planning documentation and are also outlined in Section 7 of this EIA Screening report.

Mitigation measures for each of the cumulative developments identified in Appendix A are set out as follows:

- MCC Reg. Ref.: 2360065 – Construction Phase mitigation measures regarding noise, dust, biodiversity and traffic management during the construction phase are included within the Ecological Impact Assessment (EcIA), Outline Construction Management Plan, and EIA Screening included with the planning documentation. There are 25 conditions to be addressed.

- MCC Reg. Ref.: 2561001 – Construction Phase mitigation measures regarding noise, dust, biodiversity and traffic management during the construction phase are included within the EIAR, Construction Environmental Management Plan, Construction Traffic Management Plan included with the planning documentation. Prior to the commencement of development on the subject site the applicant shall submit a post development overland flow plan, which shall be to the written agreement of the planning authority.

- MCC Reg. Ref.: 2660001 – Construction Phase mitigation measures regarding noise, dust, and traffic management during the construction phase are included within the Construction Environment Management Plan, EIAR and NIS included with the planning documentation. With reference to the conditions, a revised EIAR chapter or addendum required for a number of chapters and NIS to address mammal underpass.

- MCC Reg. Ref.: 23424 – Construction Phase mitigation measures regarding noise, dust, and traffic management during the construction phase are included within the Outline Construction Environmental Management Plan, Environmental Impact Assessment Screening Report and EcIA. Condition in reference to flooding compensatory measures to be met before onset of construction phase.

Provided the mitigation measures stipulated in the planning conditions for each of the cumulative developments in Appendix A are implemented, there will be no significant cumulative impacts on

[22] The maximum areal extent from the Proposed Development Site for cumulative 'not yet existing' developments to exist as detailed in Section 5.2.2.

biodiversity, traffic, dust or noise during the simultaneous construction phases of the Proposed and cumulative developments.

The Appropriate Assessment (AA) Screening Report prepared by Altemar and submitted as part of this planning application has considered the Proposed Development and the cumulative developments in Appendix A. This step aims to identify at this early stage any possible significant in-combination effects of the Proposed Development with other such plans and projects on European sites, and concluded there is no potential for in-combination effects on European sites.

Based on the assessment of the environmental sensitivities in the existing environment and consideration of potential cumulative construction impacts, it is concluded that there is no likelihood of significant effects, therefore a requirement for sub-threshold EIA does not arise.

7.8.2 Operational Phase

There is potential for cumulative effects, in respect of traffic during the construction phase with the following Proposed Developments, located within 1km of the development site with the cumulative developments contained in Appendix A.

With reference to operational traffic as a result of the Proposed Development, the Traffic and Transport Assessment Report (NRB 2026) concluded that ' The TTA confirms that the road network and the proposed access junction arrangement is more than adequate to accommodate the worst case traffic associated with the development' and 'The assessment confirms that the proposed access junction is more than adequate capacity to accommodate the worst case traffic associated with the proposed developments during the selected year of opening and the design year 15 years following opening'.

Operational Phase Control measures for each of the cumulative developments identified in Appendix A are set out as follows:

- MCC Reg. Ref.: 2360065– Operational Phase mitigation measures regarding noise, dust, biodiversity and traffic management during the operational phase are included within the Ecological Impact Assessment (EcIA) and EIA Screening included with the planning documentation.
- MCC Reg. Ref.: 2460805 – Operational Phase mitigation measures regarding noise, dust, biodiversity and traffic management during the operational phase are included within the EIAR included with the planning documentation.
- MCC Reg. Ref.: 2660001 – Operational Phase mitigation measures regarding noise, dust, and traffic management during the operational phase are included within the EIAR and NIS, which needs to be amended especially to address traffic and mammal underpass.
- MCC Reg. Ref.: 23424 – Operational Phase mitigation measures regarding noise, dust, and traffic management during the operational phase are included within the Environmental Impact Assessment Screening Report and EcIA.

Based on the assessment of the environmental sensitivities in the existing environment and consideration of potential cumulative operational impacts, it is concluded that there is no likelihood of significant effects between the Proposed Development and the cumulative developments in Appendix A, therefore a requirement for sub-threshold EIA does not arise.

7.8.3 Conclusions

All identified cumulative development will be required to incorporate appropriate mitigation measures (e.g. noise management, stormwater management, foul water management, traffic management, mobility

management, landscape, etc) via their planning permission and as such any cumulative development in Appendix A will not have a significant effect on human health, biodiversity, material assets, land, soils, geology, hydrogeology, and hydrology, landscape and cultural heritage.

Any future development not yet known on the surrounding lands should be cognisant with the zoning and will be subject to EIA Screening/EIA and/or planning conditions which include appropriate mitigation measures to minimise environmental impacts.

Based on the assessment of the environmental sensitivities in the existing environment and consideration of potential cumulative impacts, it is concluded that there is no likelihood of significant effects, therefore a requirement for sub-threshold EIA does not arise.

7.9 Interactions

This section of the EIA Screening Report in accordance with the guidance, considers the potential interactions and inter-relationships between the environmental factors discussed in Sections 7.1 to 7.87.8 and presents these findings for both the construction and the operational phase of the Proposed Development. The interaction of the impacts, described in Sections 7.1 to 7.8 would not give rise to any significant negative impacts on the environment.

7.9.1 Potential Negative Interactions

The construction phase of the proposed development has the potential (without mitigation) to negatively impact on the water quality via through poorly managed surface water run-off, producing an interaction between land, soil, geology, hydrogeology and hydrology and biodiversity.

During construction there is a short-term adverse potential for generation of dust during excavation works and as such a potential an interaction in terms of air quality on human health and biodiversity.

There is also a potential interaction between construction noise and vibration, and negative impacts on human health and biodiversity.

The construction phase will be noticeable for c. 24 months resulting in a short-term negative interactions between human health and visual impact.

The additional traffic expected during the construction phase may have a negative effect on residential amenity and human health. These impacts may include increased vehicle movements associated with construction staff travelling to/from the site, increased vehicle movements consisting of HGV and construction plant that may result in traffic congestion on roads, increased queuing and congestion, increased conflict between pedestrians/cyclists and vehicular traffic and severance of pedestrian and cycle routes.

These potential negative interactions are short-term and associated with the construction phase. The OCEMP has outlined mitigation measures to ensure that pollution and nuisances arising from site clearance and construction activities is prevented where possible and managed in accordance with best practice and any subsequent planning conditions relevant to the Proposed Development. These interactions are as such considered to be ***neutral, imperceptible*** and ***short term***.

7.9.2 Potential Neutral Interactions

The use of SuDS during operations will mean that the development will result in neutral water impacts in the operational phase with regard to runoff rates and flooding risk. As a part of the SuDS features, it is anticipated that small amounts of hydrocarbon sludge waste and debris may be generated in the hydrocarbon interceptors which will treat the surface water run-off. This waste stream will be managed in

accordance with the relevant legislation. Foul wastewater discharge is designed in accordance with Uisce Éireann requirements.

The land take associated with the development will be offset by the ecological mitigation measures resulting in a neutral interaction between Land and biodiversity.

Air quality and climate have interactions due to the emissions from the burning of fossil fuels associated with vehicles and machinery during the construction and operational phases generating both air quality and climate impacts. With increased traffic movements and reduced engine efficiency, i.e. due to congestion, the emissions of vehicles (including CO_2 a greenhouse gas) increase. The impacts of the Proposed Development on air quality is related to changes to annual average daily traffic (AADT) on roads close to the site. The Proposed Development will not result in AADT increases greater than or equal to 1,000 vehicles or 200 heavy duty vehicles and as such is not defined[23] as being affected by air quality.

There is also potential for interactions between Noise and Vibration and Traffic, however considering that for an increase in traffic noise levels by 1 dB, traffic volumes would need to increase by the order of 25% or greater[24] there will be no perceptible increase in noise and vibration levels.

Whilst the incoming development is notable in scale, it is similar to some of the surrounding buildings. Thus, whilst the proposed development represents a change of an existing land use, it will not appear out of place and will not notably alter the surrounding landscape character, which is heavily influenced by development of a similar scale and nature, resulting in a neutral interactions between population and visual impact.

During the construction phase, excavated soil and stone will be generated from the excavations required to facilitate site levelling, construction of new foundations and installations of site services. Where material cannot be reused onsite it will be taken off-site, it will be taken for reuse or recovery, where practical, with disposal as a last resort. Adherence to the mitigation measures in the OCEMP and the RWMP will ensure the effect is neutral.

These potential neutral interactions are considered to be ***neutral, imperceptible*** and ***short term***.

7.9.3 Potential Positive Impacts

The landscaping and green infrastructure proposals at the proposed development site, once established, will create a new landscape of value with a broad range of physical, visual and amenity ecosystem services. Landscaping proposals which will enhance biodiversity at the site include native tree planting along the proposed development site boundary, planting wooded and meadows areas, protecting local fauna with mitigation measures such as lighting designed to minimise impacts on local wildlife and the installation of bat and bird boxes. and the SuDS measures including resinbound gravel, reinforced grass, and natural permeable paving.

These potential neutral interactions are considered to be ***positive, slight*** and ***long term***.

[23] TII Guidance (2022) *Air Quality Assessment of Specified Infrastructure Projects – PE-ENV-01106.*
[24] DMRB Noise and Vibration (UKHA 2020), Volume 11, Section 3, Part 7. In order to increase traffic noise levels by 1 dB traffic volumes would need to increase by the order of 25%

Table 7-2 Summary of Interactions Between the Environmental Factors

	Population & Human Health		Biodiversity		Land, Soils, Geology, Hydrogeology Hydrology		Air Quality & Climate		Noise & Vibration		Landscape & Visual Impact		Archaeological Architectural & Cultural Heritage		Material Assets (including Transport & Waste)	
	Con.	Op.	Con.	Op.	Con.	Op.	Con.	Op.	Con.	Op.	Con.	Op.	Con.	Op.	Con.	Op.
Population & Human Health					o	o	–	o	–	o	–	o			–	o
Biodiversity					–	o	–		–	o		+			–	o
Land, Soils, Geology, Hydrogeology, Hydrology											–	o	o		o	o
Air Quality & Climate															–	o
Noise & Vibration															–	o
Landscape & Visual Impact																
Archaeological Architectural and Cultural Heritage																
Material Assets (including Transport & Waste)																

Con.	Construction Phase
Op.	Operational Phase
	No Interaction

+	Positive Interaction
o	Neutral Interaction
–	Negative Interaction

7.10 Transboundary Effects

The ZOI for the Proposed Development will not result in any significant transboundary effects.

8. FINDINGS AND CONCLUSIONS

The Proposed Development and component parts have been considered against the thresholds outlined in Schedule 5 in the Planning and Development Regulations 2001 (as amended). On the basis of the evaluation set out in Section 3 an EIA for the Proposed Development is not mandatory; the Proposed Development is considered to be a sub-threshold development and therefore there is discretion over the need to undertake EIA and seek the submission of an EIAR with the planning application.

This EIA Screening Report provides the information required under Schedule 7A to demonstrate the likely effects on the environment, having regard to the criteria set out in Schedule 7 of the Planning and Development Regulations 2001, as amended. This report considers whether as per the Commission Guidance[25], the EPA Guidance[6], and the OPR Practice Note[26] the Proposed Development '*is likely to have significant effects on the environment*' as per the criteria set out in Schedule 7[2].

MCC is required to assess whether the Proposed Development is likely to have significant effects on the environment in order to determine whether EIA and the submission of an EIA Report is required. The information necessary to deliver a Screening Determination has been provided in this report and the methodology used has been informed by the available guidance, legislation and Directives.

AWN has considered the Proposed Development and assessed the potential for significant environmental effects and the need for EIA, which is documented in Sections 6 and 7. The continued implementation of the OCEMP mitigation measures and compliance with planning conditions will prevent potential short-term nuisances (such as dust, noise and vibration, and traffic). As drainage and attenuation is in place there is no risk for water contamination or offsite flooding.

The Appropriate Assessment (AA) Screening Report (Altemar 2026) noted that there is no connectivity to any European sites within the potential zone of Influence.

It is concluded, based on the evidence documented in Sections 4, 6 and 7, that this Schedule 5, Part 2, Class 15[2] project is **not** considered likely to have significant effects on the environment (direct, indirect or cumulatively with other development), having regard to the criteria set out in Schedule 7[2], and therefore it is considered that Environmental Impact Assessment (EIA) is **not required** in this instance.

[25] EU (2017) Environmental Impact Assessment of Projects – Guidance on Screening. (2017). European Commission.
[26] OPR (2021) Environmental Impact Assessment Screening, OPR Practice Note PN02, Office of the Planning Regulator, 2021

9. REFERENCES

- EU (2017a) Environmental Impact Assessment of Projects Guidance on Screening. EU Luxembourg: 2017.
- EU (2017b) Guidance on the preparation of the Environmental Impact Assessment Report. EU Luxembourg: 2017.
- EC (2017) Environmental Impact Assessment of Projects – Guidance on Screening. European Commission.
- EC (2021) Commission notice regarding application of the Environmental Impact Assessment Directive (Directive 2011/92/EU of the European Parliament and of the Council, as amended by Directive 2014/52/EU) to changes and extension of projects - Annex I.24 and Annex II.13(a), including main concepts and principles related to these (2021/C 486/01)
- DHPLG (2018) Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment. Department of Housing, Planning and Local Government.
- EC (2017) Environmental Impact Assessment of Projects: Guidance on the preparation of the Environmental Impact Assessment Report, European Commission, 2017 http://ec.europa.eu/environment/eia/eia-support.htm
- EU (2024) Interpretation of definitions of project categories of annex I and II of the EIA Directive. European Commission
- OPR (2021) Environmental Impact Assessment Screening, OPR Practice Note PN02 (Office of the Planning Regulator).
- EPA (2022) Environmental Protection Agency. Guidelines on the Information to be contained in Environmental Impact Assessment Reports. EPA.
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- Sustainability and Energy Report, Mechanical and Engineering. Fallon Design, 2026.
- Traffic and Transport Assessment Report including Mobility Management Plan. NRB Consulting, 2026.
- Resource Waste Management Plan. AWN, 2026.
- Operational Waste Management Plan. AWN, 2026.
- Appropriate Assessment Screening. Altemar, 2026.
- Ecological Impact Assessment, Bat Fauna Impact Assessment and 2025/2026 Wintering Bird Assessment. Altemar, 2026.

APPENDIX A. CUMULATIVE DEVELOPMENTS

Application Number	Development Description	Development Address	Decision	Grant Date
MCC Ref: 2360065	We, McGarrell Reilly Homes intend to apply for a 10-year permission for development in the Townlands of Bennetstown, Pace, and Dunboyne. The subject site (2.79ha) encompasses an area of 0.87ha situated to the south-west of the M3 Parkway and south-east of the Dunboyne Bypass (R157) located in the Townland of Bennetstown, and the balance (1.92ha) located in the Townlands of Pace, Bennetstown and Dunboyne including the Dunboyne Bypass (R157) and M3 Parkway access, Kennedy Road and Navan Road for infrastructure works. The development will consist of: i. Construction of a single-storey commercial building with a cumulative gross floor space (GFS) of 2,160 sq.m comprising: a. A supermarket with delivery, store and service area (1,880 sq.m), including net retail floorspace of 1,510 sq.m, and b. 2 commercial units (combined 280 sq.m) to facilitate Class 1 (Shop), Class 2 (Financial, Professional and Other Services) or Café (food and beverage) uses. ii. Provision of a 4-arm signalised junction replacing the existing Pace roundabout to include a new northern arm with segregated cycleway and footpath; iii. Upgrade works to the existing R157 and M3 Parkway access road to facilitate junction improvements; iv. Access to the development is proposed via a new 3-arm priority-controlled junction from the upgraded southern arm of the proposed 4-arm signalised junction, with 6m wide internal access roads to serve the development; v. A total of 118 surface level car parking spaces including 6 disabled access bays and 4 electric car charging points; vi. 20 short-stay bicycle parking spaces; vii. 1 Electricity substation / switch room; viii. Foul sewer connection to existing public system including pumping station on site with rising mains along Kennedy Road and Navan Road; ix. Permission is also sought for hard and soft landscaping, lighting, attenuation and drainage and all ancillary site development works. Significant further information/revised plans submitted on this application	south-west of the M3 Parkway, and south-east of the Dunboyne Bypass (R157), located in the Townland of Bennetstown, and the balance (1.92ha) located in the Townlands of Pace, Bennetstown and Dunboyne including the Dunboyne Bypass (R157) and M3 Parkway	Conditional	08/08/2024

Application Number	Development Description	Development Address	Decision	Grant Date
MCC Ref: 2460805	a Large-Scale Residential Development: permission for the following Large-Scale Residential Development consisting of: i) 309 no. residential units comprising 169 no. dwelling houses and 140 no. apartments/duplexes providing a mix of 1, 2, 3 and 4-bed units. The dwelling houses range in height from 2-3 storeys. The apartments/duplexes are in 8 no. blocks (i.e. Blocks A-H) ranging in height from 3 to 4 storeys; ii) a 2 storey creche; iii) modifications to the R157 regional road including changes to the existing carriageway/traffic lanes, the replacement of an existing roundabout with a new signalised junction and the provision of a northern arm off the new signalised junction ; iii) a new signalised junction and link road (including new bridge over the River Tolka) connecting the R157 and the Old Navan Road; iv) the provision of footpaths, cycle lanes and 2 no. pedestrian crossings on the existing M3 Parkway access road, v) a foul pumping station and connection to the existing public sewerage system via the Old Navan Road; vi) a watermain connection to the north of the site at Pace (townland); vii) 3 no. ESB substation/kiosks; viii) temporary raised levels and soil storage to the south west of the site; ix) reprofiling of lands, construction of conveyance swales and a surface water runoff retention area as part of pluvial flood mitigation measures and x) all associated ancillary development works including footpaths, cycle lanes, car and bicycle parking, drainage, public lighting, bin storage, boundary treatments and landscaping/amenity areas at this site principally located in Bennetstown (townland) to the west of the R157, and also extending into Pace & Dunboyne (townlands), Dunboyne North, Co. Meath. Access will be via 2 no. new signalised junctions on to the R157 comprising 1 no. new vehicular access point to the southeast along the R157 and via 1 no. new vehicular access point to the north along a new northern arm off a new signalised junction which will replace the existing roundabout on the R157. The planning application red line boundary overlaps with planning ref. 23/60290, 23/60065 and 23/424. An Environmental Impact Assessment Report (EIAR) and Natura Impact Statement (NIS) has been submitted to the planning authority with the application	principally located in Bennetstown (townland) to the west of the R157, and also extending into Pace & Dunboyne (townlands), Dunboyne North, Co. Meath	Conditional	03/01/2025

Application Number	Development Description	Development Address	Decision	Grant Date
MCC Ref: 2561001	a Large-Scale Residential Development - Permission for the following Large Scale Residential Development (LRD) comprising modifications to part of the LRD permitted under Meath County Council Ref. 23/60290 (An Coimisiún Pleanála ref. 320049-24). The proposed modifications consist a re-alignment of a portion of the link road (including new bridge over the River Tolka) connecting the R157 and the Old Navan Road, the provision of 1 no. pumping station and associated access road off the Old Navan Road and all associated ancillary development works including footpaths, cycle lanes, drainage, public lighting, boundary treatments and landscaping at Bennetstown and Dunboyne (townlands), Dunboyne North, Co. Meath. An Environmental Impact Assessment Addendum Report and Natura Impact Statement has been submitted to the planning authority with the application. The application may be inspected online at the following website set up by the applicant: www.dunboyneroad.ie	Bennetstown and Dunboyne (townlands), Dunboyne North, Co. Meath	Conditional	23/12/2025

Application Number	Development Description	Development Address	Decision	Grant Date
ACP MCC Ref: 2660001	Permission for the following Large-Scale Residential Development consisting of: 1) the demolition of 2 no. existing agricultural farm sheds and associated structures, 2) the removal of the existing GAA pitch and associated structures; 3) the construction of 356 no. residential units comprising 252 no. dwelling houses and 104 no. maisonettes/apartments/duplexes providing a mix of 1, 2, 3 and 4-bed units. The dwelling houses range in height from 2-3 storeys. The maisonettes are 2 storey in height and the apartments/duplexes are in 4 no. blocks (i.e. Blocks A-D) ranging in height from 3 to 4 storeys; 4) a 2 storey creche; 5) modifications to the R157 regional road including changes to the existing carriageway/traffic lanes, the replacement of an existing roundabout with a new signalised junction and the provision of a northern arm off the new signalised junction; 6) a new signalised junction and link road (including new bridge over the River Tolka) connecting the R157 and the Old Navan Road; 7) the provision of footpaths, cycle lanes and 2 no. pedestrian crossings on the existing M3 Parkway access road, 8) foul pumping stations and connection to the existing public sewerage system via the Old Navan Road; 9) a watermain connection to the north of the site at Pace (townland); 10) 4 no. ESB substation/kiosks; 11) construction of conveyance swales and filter drains as part of pluvial flood mitigation measures and 12) all ancillary development works including footpaths, cycle lanes, car and bicycle parking, drainage, public lighting, bin/bike storage, boundary treatments and landscaping/amenity areas at this site principally located in Bennetstown (townland) to the west of the R157 and north of Kennedy Road, and also extending into Pace & Dunboyne (townlands), Dunboyne North, Co. Meath. Access will be via 2 no. new signalised junctions on to the R157 comprising 1 no. new vehicular access point to the southeast along the R157 and via 1 no. new vehicular access point to the north along a new northern arm off a new signalised junction which will replace the existing roundabout on the R157. The planning application red line boundary overlaps with planning ref. 23/60290 (ABP Ref: 320049-24), 23/60065, 23/424, 24/60805 and 25/61001. An Environmental Impact Assessment Report (EIAR) and Natura Impact Statement (NIS) has been submitted to the planning authority with the application. Significant further information/revised plans submitted on this application	Principally located in Bennetstown (townland) to the west of the R157 and North of Kennedy Road, and also extending into Pace and Dunboyne (townlands), Dunboyne North, Co. Meath	Conditional	14/05/2026 Appeal Ref: ACP-324353-26

Application Number	Development Description	Development Address	Decision	Grant Date
MCC Ref: 23424	The development will consist of: i. Construction of 3 no. office buildings with a cumulative gross floor area (GFA) of 13,729 sq.m ranging in height from 3 to 4- storeys and shall comprise the following: a. Building 1 (3,597 sq.m GFA) 3-storeys in height (12.35 metres to top of parapet), with a set back louvred screen 2m above parapet level. b. Building 2 (5,336 sq.m GFA) 4-storeys in height (16.125 metres to top of parapet), with a set back louvred screen 2m above parapet level. c. Building 3 (4,796 sq.m GFA) 4-storeys in height (16.125 metres to top of parapet), with a set back louvred screen 2m above parapet level. ii. Roof mounted solar PV panels (c. 180 sq.m combined area); iii. Provision of a 4-arm signalised junction replacing the existing Pace roundabout to include a new northern arm with segregated cycleway and footpath; iv. Access to the development is proposed from the new northern arm, with 6m wide internal access roads to serve the development; v. Upgrade works to the R157 and M3 Parkway access road to facilitate junction improvements; vi. A total of 275 surface car parking spaces including 14 disabled access bays and 55 electric car charging points; vii. 280 bicycle parking spaces in 3 secure cycle storage areas adjacent to the buildings; viii. Site signage is to be erected, all spot-lit and back-lit illuminated, including 2 no. type 1 entrance signs (6.15m x 2.4m) and 3 no. type 2 building signs (1.35m x 2.4m); ix. 3 standalone electricity substations; x. Foul sewer connection to existing public system including pumping station on site with rising mains along Kennedy Road and Navan Road; xi. Watermain connection to the north east of site at Pace for connection to Irish Water Infrastructure; xii. Permission is also sought for associated landscaping, boundary treatments, public lighting, plant, waste storage and all ancillary site and development works. A Natura Impact Statement (NIS) has been prepared in respect of the proposed development. Significant further information/revised plans submitted on this application	Bennetstown, Pace, Dunboyne, Co. Meath	Conditional	29/04/2025

Application Number	Development Description	Development Address	Decision	Grant Date
APC MCC Ref: 2360290	Permission for the following Large-Scale Residential Development consisting of: i) 267 no. residential units comprising 145 no. dwelling houses and 122 no. apartments/duplexes providing a mix of 1, 2, 3 and 4-bed units. The dwelling houses range in height from 2-3 storeys. The apartments/duplexes are in 8 no. blocks (i.e. Blocks A-H, with Blocks B and C joined) ranging in height from 3 to 5 storeys; ii) a single storey creche; iii) modifications to the R157 regional road including changes to the existing carriageway/traffic lanes and the replacement of an existing roundabout with a new signalised junction; iv) a new signalised junction and link road (including new bridge over the River Tolka) connecting the R157 and the Old Navan Road; v) the provision of footpaths, cycle lanes and 2 no. pedestrian crossings on the existing M3 Parkway access road, vi) a foul pumping station and connection to the existing public sewerage system via the Old Navan Road; vii) a watermain connection to the north of the site at Pace (townland); viii) 3 no. ESB substation/kiosks and the undergrounding/re-routing of existing electricity lines; ix) reprofiling of land and relocation of existing berm adjoining the River Tolka as part of flood mitigation measures; and x) all associated ancillary development works including footpaths, cycle lanes, car and bicycle parking, drainage, public lighting, bin storage, boundary treatments and landscaping/amenity areas at this site measuring 14.17 hectares principally located in Bennetstown (townland) to the south of the M3 Parkway park and ride and rail station, and also extending into Pace & Dunboyne (townlands), Dunboyne North, Co. Meath. Access will be via 2 no. new vehicular access points along the new link road between the R157 and the Old Navan Road. Pedestrian access will also be provided on to the existing M3 Parkway access road. An Environmental Impact Assessment Report (EIAR) and Natura Impact Statement (NIS) has been submitted to the planning authority with the application. Significant further information/revised plans submitted with this application	Principally located in Bennetstown (townland) to the south of the M3 Parkway park and ride and rail station, and also extending into Pace & Dunboyne (townlands), Dunboyne North, Co. Meath	Conditional	Appeal Ref: ABP-320049-24 Modified Date: 20/11/2024

Application Number	Development Description	Development Address	Decision	Grant Date
MCC Ref: 2660607	a Large-Scale Residential Development - Permission for the following Large-Scale Residential Development (LRD) comprising of i) the construction of 124 no. apartments in blocks A, B and C ranging in height from 4-5 storeys ; ii) a foul pumping station iii) and all ancillary development works including footpaths, cycle lanes, car and bicycle parking, drainage, public lighting, an ESB substation; and landscaping/amenity areas at this site located in Bennetstown (townland) to the south of the M3 Parkway park and ride and rail station, Dunboyne North, Co. Meath. The proposed development will replace 76 no. apartments previously permitted under Meath County Council Ref. 23/60290 (An Coimisiún Pleanála ref. 320049-24). An Environmental Impact Assessment Report (EIAR) addendum report has been submitted to the planning authority with the application. The EIAR addendum report will be available for inspection or purchase at a fee not exceeding the reasonable cost of making a copy during public opening hours at the offices of the Local Authority. The application may be inspected online at the following website set up by the applicant: www.bennetstown5lrd.ie	Bennetstown (townland) to the south of the M3 Parkway park and ride and rail station, Dunboyne North,, Co. Meath	Conditional	15/07/2026 Section 47 & Part 5 Apply
MCC Ref: 2660345	the development seeks retention permission of additional deposited non-hazardous soil and clay above that permitted under Reg Ref RA18124. This application seeks retention for 39,817 tonnes of additional material resulting in a total 65,715 tonnes of material on an overall site area of 2.38 ha.	Lands at Navan Road, Dunboyne, Co. Meath	Conditional	08/07/2026

Application Number	Development Description	Development Address	Decision	Grant Date
MCC Ref: 2460625	The proposed development will consist of the following: a) Development of 171 no. residential units as follows: i. 114 no. houses comprising 101 3-bedroom houses, and 13 no. 4-bedroom houses, ranging in size from c. 107.6 sqm to c. 153 sqm, all 2-storeys in height. Each house will have an associated rear/side private garden. ii. 57 no. apartment/duplex units comprising the following: 5 no. 1-bedroom units of c. 56 sqm to 66.9 sqm, 26 no. 2-bedroom units of c. 78.8 sqm to 120.2 sqm., and 26 no. 3-bedroom units of c. 119 sqm to 128.6 sqm. in 7 no. blocks ranging in height from 2 to 3 storeys. All apartment and duplex units will be provided with private open space areas in the form of balconies/terraces. iii. Communal open space associated with the proposed apartment units will be provided in the form of landscaped areas located in the vicinity of the apartment units (of c. 595 sqm). iv. Provision of 301 no. car parking spaces across the development site (inclusive of accessible (4 no.) and EV (60 no.) parking spaces) and 195 no. bicycle parking spaces for residents and visitors of the scheme provided throughout the development site. b) 1 no. childcare facility of c. 161 sqm with associated outdoor amenity space of c. 40sqm. c) The provision of landscaped public open space amenity areas (totalling c. 6971 sqm). d) Surface water drainage infrastructure on a site of c. 0.36 ha on the eastern side of the railway line (all lands in the control of the applicant). e) Section of the Dunboyne Eastern Distributor Road from the western site boundary with Navan Road to the eastern site boundary. This includes all associated vehicular and pedestrian accesses, carriageways, paths and junctions. The following planning application - Meath Co. Co. Reg Ref 24/60063 – encroaches the application lands in this regard. f) The development will also consist of all associated site development works, demolition of an existing disused entrance way, services provision, infrastructural and drainage works, vehicular connections, internal access roads, homezones, cycle and pedestrian infrastructure, bin stores, bicycle stores, apartment storage, carparking, public lighting, communal and public open space, private open space in the form of the terraces/balconies, and rear/side gardens, as well as all landscape treatment works. Significant further information/revised plans submitted on this application	Lands at Old Navan Road, Dunboyne Co. Meath	Conditional	27/03/2025

Application Number	Development Description	Development Address	Decision	Grant Date
MCC Ref: 2460063	the proposed road development comprises of: • Construction of a new carriageway (c.1.46km) between Navan Road and Station Road (L2228); • Construction of a carriageway featuring 1 no. 3-3.5m wide lane of traffic in each direction; • A proposed design speed of 50 km/h; Provision of 2m wide cycle lanes on both sides of the corridor; • Provision of 2m wide footpaths on both sides of the corridor; • 3m landscaped verges to provide a buffer between the proposed cycle facilities and vehicular traffic. These verges could be converted into a potential bus lane in the future; • Construction of a new bridge over the existing railway line including embankments, bridge length c 22.5 m without embankments, height of a bridge underpass c 5.5 m; • Provision of 11 no. new priority junctions off the Eastern Distributor Road to provide a new access to Dunboyne Rail Station, to serve future residential development lands and lands zoned as 'G1-Community Infrastructure' to the east of the subject site. These junctions will be provided as raised tables to ensure priority for pedestrians and cyclists; • Provision of a new signal-controlled junction including a right turn lane off Navan Road in continuation of Dunboyne Business Park Road at the northern end of the proposed distributor road; • Provision of a new signal-controlled junction including turning lanes off Station Road aligned opposite to an already constructed segment of a distributor road (entrance to Castle Farm Residential Development); • Removal of the existing train station car park entrance road from Station Road and its replacement with a new access road off the proposed distributor road. It will also include ancillary works: • Drainage works; • Public lighting; • Traffic signals; • Road marking and signage; • Associated landscaping works; • Miscellaneous ancillary works above and below ground level including soil stabilisation works. Temporary areas necessary for construction phase include: • Provision of 2no. temporary construction compounds necessary for construction phase; • Provision of 2no. temporary storage areas for excavated spoil material with maximum capacities of c.25,000m3 and c.8,000m3; • 5m buffer area at identified locations along the proposed development. This planning application is accompanied by an Environmental Impact Assessment Report. Significant further information/revised plans submitted on this application	Lands at Station Road, Pace Line, Bracetown, Townlands: Dunboyne, Castlefarm, Co. Meath	Conditional	16/01/2025

Application Number	Development Description	Development Address	Decision	Grant Date
MCC Ref: 2460709	a 10 year Planning Permission of a Large-Scale Residential Development on a site of approx 21.9 ha in total and 15.74 ha net developable area respectively, at Lands at Station Road (L2228) and Old Navan Road (R147), Dunboyne, Co. Meath in the townlands of Dunboyne, Clonee, Castle Farm and Loughsallagh. The principle application site is generally bounded by Station Road (L2228) to the south, Dunboyne Train Station and the Iarnród Éireann rail line to the West, a cluster of detached houses to the south east, greenfield lands to north and east. The application includes also modifications to 2 no. roundabouts on the Old Navan Road, (R147). Development comprises: - a) Construction of 853 no. residential units as follows: 1) 398 no. Apartment Units in 3 no. 1-6 storey blocks (A-C) consisting of 121 no. 1-bedroom apartments; 258 no. 2-bedroom apartments; and 19 no. 3-bedroom apartments. All apartment units will be provided with private open space areas in the form of balconies/terraces. 2) 112 no. Duplex Units in 6 no. 2-4 storey blocks (D-H) consisting of 60 no. 2-bedroom units, 52 no. 3-bedroom units. All duplex units will be provided with private open space areas in the form of balconies/terraces. 3) 343 no. 1-3 storey houses consisting of 4 no. 2-bedroom units, 308 no. 3-bedroom units, 31 no. 4-bedroom units. ....TBC	Station Road (L2228) and Old Navan Road (R147), Dunboyne, Co. Meath, townlands of Dunboyne, Clonee, Castle Farm and Loughsallagh	Conditional	27/08/2025
MCC Ref: 2360256	the erection of 6no. 15m high floodlight poles and associated lighting for the existing main pitch and training pitch along with all other ancillary site development works	Dunboyne AFC, Summerhill Road, Dunboyne, Co. Meath A86 KT68	Conditional	07/12/2023

Application Number	Development Description	Development Address	Decision	Grant Date
MCC Ref: 221509	the development will consist of: construction of a single storey discount foodstore of 2200 gross floor area (GFA) with a net sales area of 1,409sqms with an ancillary off license sales area; car parking for 119 cars including accessible spaces, cycle parking and electric vehicle parking spaces (circa 20% of spaces will be wired for future EV parking). The store will include photovoltaic panels at roof level; trolley bay with cycle parking; bin store and new ESB Substation building as well as a pedestrian and cycle link connecting to the northern boundary in line with the current termination of the existing pedestrian path extending along the eastern elevation of the Supervalu store to the northern boundary of the subject site. There is also provision for future pedestrian and vehicle link from the proposed access road to lands to the east of the application site. The construction of a single storey café unit (165sqms) positioned adjacent to a proposed plaza area which together are located in the existing car park area to the west of St. Peter and St. Paul's Church ('The Church'). The vehicular entrance to the development will be approximately in the same location as the entrance to the existing car park, west of The Church. The existing ESB substation in this area will remain in place. The café will also have an enclosed bin store. The construction of a new car park (53 spaces) located to the north east of the Church and for its exclusive use. It will be connected to the internal grounds of The Church via a two-way connection. The main entrance and exit will be onto the access road serving the proposed foodstore. This access road in turn will have a footpath along its east side, running parallel with The Church boundary. There will also be a crossing point from the existing pedestrian connection on the north west boundary of The Church. For clarity the majority of the existing north east, walled, boundary of The Church is proposed for removal along most of its length to facilitate the operation of the new Church car park. The application also includes works and road markings to improve traffic management related to Vehicular access to and from the site on Main Street. A right turn lane is proposed on Main Street with works to the public space located to the south west of Main Street including alterations to kerbs lines; minor relocation of one disabled parking space and relocation of bollards and other works to footpaths as required.	Lands To The West & North Of St. Peter & Paul's Catholic Church, Main Street, Dunboyne, Co. Meath	Conditional	n/a Expiry Date: 29/05/2029

Application Number	Development Description	Development Address	Decision	Grant Date
MCC Ref: 2560394	Demolition of part of a 1.8 metre high palisade fence and its replacement with a 2.4 metre rendered block wall with piers to join to the existing side boundary wall of No.19 The Meadows. All associated development works to facilitate the development.	lands adjoining and west of, Unit No. 19 THE MEADOWS, MILLFARM, DUNBOYNE, CO. MEATH.	Conditional	06/08/2025
MCC Ref: 22541	the development for permission will consist of the removal of one no. temporary prefabricated storage structure and the construction of a new, single storey temporary prefabricated structure to accommodate 2 x 100m2 SEN base modular classrooms and all associated works	St. Peter's National School, Maynooth Road, Dunboyne, Co. Meath	Conditional	15/07/2022
MCC Ref: 212141	the construction of 13 no. housing/accommodation units comprising 12 no. 2.5 storey 3-bedroom units and 1 no. 3 storey 4-bedroom unit. Vehicular access to the development will be from the Maynooth Road. The proposed development also provides for 24 no. car parking spaces, a bin storage unit, a general storage unit, landscaping, boundary treatments, vehicular and pedestrian site access, bicycle parking and all associated site development works including service connections, foul and surface water drainage / attenuation and water supply/storage. On a total site area of approx. 2.02ha (4.99 acres). Planning permission was previously granted on this site for an apart-hotel containing 30 no. units - planning reference RA151320 (as amended by RA170101) refers. The proposed development is located within the curtilage of a protected structure (Dunboyne Castle). Significant Further Information/Revised plans submitted on this application	Dunboyne Castle Hotel & Spa, Dunboyne, Co. Meath	Conditional	11/05/2022
MCC Ref: 22525	the application site and Lodge and are within the curtilage of a Protected Structure. The development will consist of closing up and de-commissioning an existing septic tank and soak-pit and to connect to the mains foul sewer line within the adjacent housing development known as 'The Walled Garden' at Maynooth Road, Castlefarm, Dunboyne, Co. Meath, along with all ancillary site works. This is in variance to a previous grant permission Ref. DA/110290 which provided for connecting to the public sewer at a different location on a different site	Dunboyne Lodge, Maynooth Road, Castlefarm, Dunboyne, Co. Meath	Conditional	25/05/2023

Application Number	Development Description	Development Address	Decision	Grant Date
MCC Ref: 21629	the development to which the permission relates: (i) Demolition of an existing c.1088 m2 temporary structure. (ii) Demolition of an existing c.2125 m2 Senior School building. (iii) Construction of new 4447 m2 two storey - Senior School building, located on parish owned lands to the north of the Junior School building. (iv) Refurbishment and construction of new 2120 m2 two storey extension (replacing existing temporary accommodations). (v) Newly configured approach - avenue to the east of the site - off Station Road with new road layout for both schools, bus and cars set-downs, staff car parks, improvement of the existing footpaths/cycle-lanes and all associated external works, hard play areas, soft landscaping, boundary treatment and new vehicular and pedestrian gates along Station Road	Dunboyne Junior + Senior NS, Station Road, Dunboyne, Co. Meath	Conditional	n/a Expiry date: 25/08/2026