

Grainne Oglesby

From: Mary Loughran <MLoughran@meathcoco.ie>
Sent: 07 September 2018 15:56
To: Grainne Oglesby
Cc: Billy Joe Padden
Subject: FW: PL - DM - Mary Loughnan -- SHIRE - Section 87(1E)a notice for urgent response please
Attachments: Shire3.pdf; Shire 1.pdf; Shire 2.pdf; 090151b280684494.pdf

Grainne,
please refer to our assessment of the EIA as included in the Planners report on file reference RA/170887 dated on the 12/09/17 and the associated grant and conditions issued on the 19/10/17. Please refer to www.meath.ie for Internal reports.

Emmet

Plases refer to the attached correspondence from the EPA and if you have any comments to make on point 3 please direct them to g.oglesby@epa.ie

Regards

Mary

From: Grainne Oglesby [<mailto:g.oglesby@epa.ie>]
Sent: 05 September 2018 11:51
To: Planning Enquiries
Subject: For the attention of : Mary Loughnan -- Section 87(1E)a notice for urgent response please
Importance: High

Dear Ms Loughnan,

Please find attached the notification that I was referring to your colleague Noeleen about.
Thank you for looking after this and if you have any queries regarding it please do not hesitate to contact me.

A response would be much appreciated.

Kind regards,

GRAINNE OGLESBY,
PROGRAMME OFFICER,
ENVIRONMENTAL LICENSING PROGRAMME,
OFFICE OF ENVIRONMENAL SUSTAINABILITY,
EPA,
JOHNSTOWN CASTLE ESTATE,
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Environmental Protection Agency, Ireland - www.epa.ie

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Meath County Council



Planning Report

To: Padraig Maguire, Senior Executive Planner
From: Billy Joe Padden, Executive Planner
Date: 12/09/17

File Number: RA/170887
Applicant: Shire Pharmaceuticals Ireland Limited
Development Address: Piercetown, Cradockstown & Ballymagillin, Dunboyne, Co. Meath
Application Type: Permission

Development Description: for revised design and configuration of previously permitted Biopharmaceutical Manufacturing Facility, Planning Register Reference No. RA/161021 located at our site at Piercetown, Cradockstown and Ballymagillin Townlands, Dunboyne, County Meath. The proposed development includes: A revised design and configuration of the permitted facility to a three storey Biopharmaceutical Production Building sized 10,083 square metres in total and 25.3 metres high and related external plant and equipment including boiler stacks 26 metres high. A single storey Warehouse Facility sized 2,625 square metres in total and 17.3 metres high with roof mounted plant and equipment and associated docking and yard areas. A three storey laboratory and administration building sized 7,022 square metres and 25.3 metres high including roof mounted plant and equipment. Minor modifications to the recently constructed permanent staff, sustaining contractor and visitor car park for 362 cars and a temporary construction related car park for 500 cars. The temporary car park will be decommissioned upon completion of the facility. Ancillary site works include a bunded tank farm, water and waste water, pipe bridges, cooling towers, gas storage facilities, emergency generators, a waste recycling compound (15 metres wide by 30 metres long) and structures, items of plant and equipment and their associated yards, internal roads and services, fencing, exterior lighting, landscaping and landscape berms, and underground water attenuation tank and building mounted and ground mounted signage. Ancillary site buildings include a single storey sprinkler pump house sized 106 square metres and 6.2 metres high and associated tanks, a single storey waste water pump house sized 7 square metres and 3.2 metres high, a gas reducing station and compound, a covered bicycle facility for 100 bicycles and 3 no. flagpoles 15 metres high, 2 no. Waste Management/Storage buildings 243 square metres and 7.2m high each and a single storey bunded drum storage building sized 122 square metres and 6.2 metres high and a single storey waste water building sized 60 square metres and 6.2 metres high, a single storey covered walkway 180 metres long and 5 metres high joining the car park to the proposed facility and a new bus shelter at the site entrance. The proposed new works include a single storey security building sized 129 square metres and 5.2 metres high to the centre of the site and a single storey security

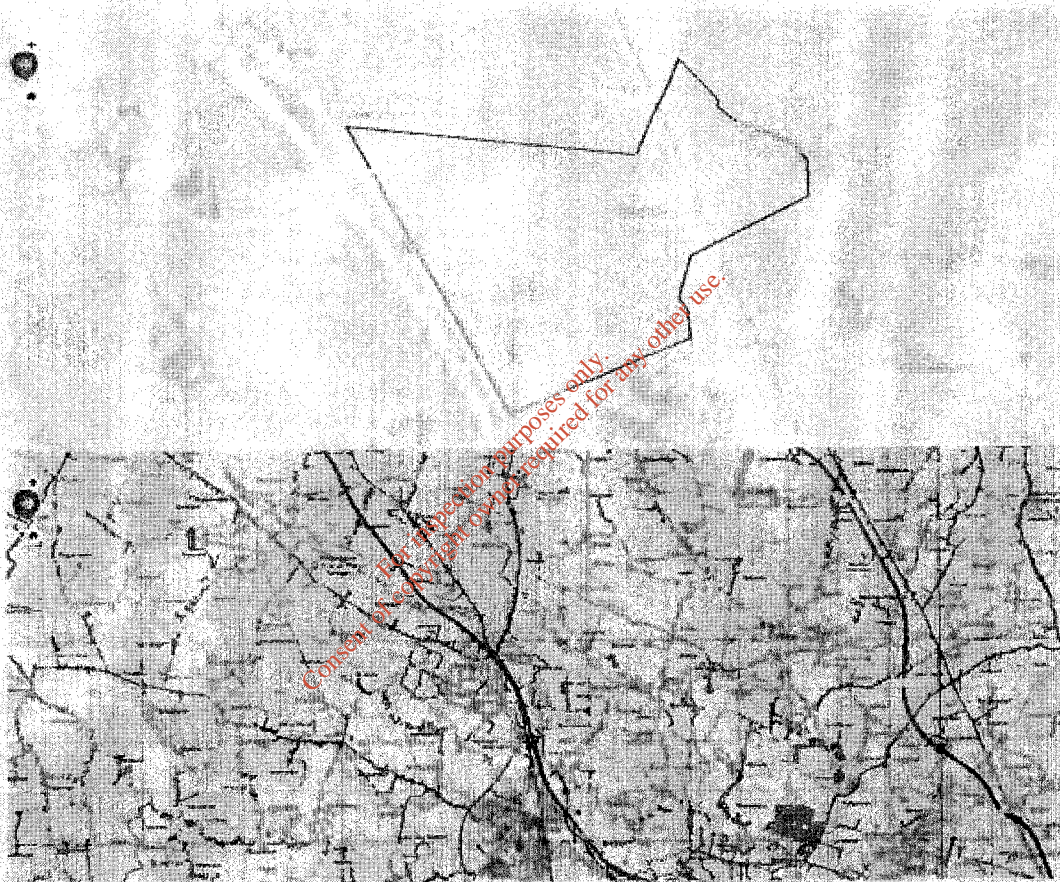
Date of Site Inspection: 04/09/17

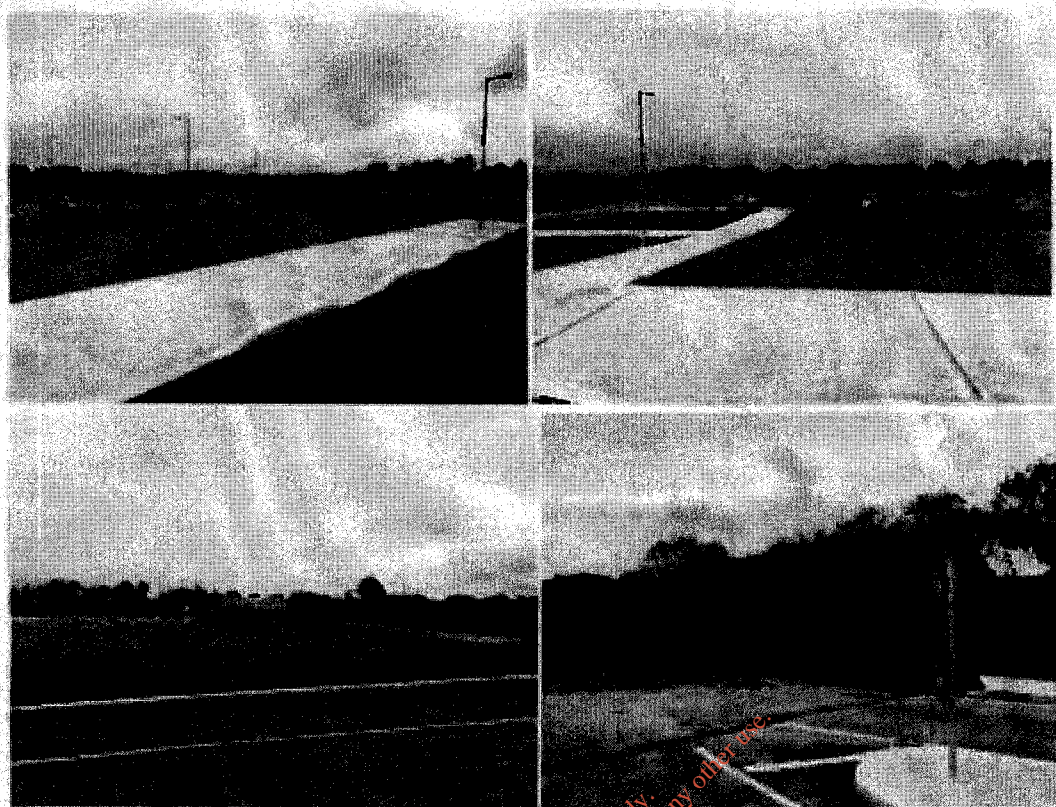
Date Decision Due: 25/09/17

1.0 Site Location & Description

The application site is located at Piercetown, Cradockstown and Ballymagillin townlands, Dunboyne Co. Meath circa 3km north of Dunboyne Town Centre and approximately 16km north-west of Dublin City Centre. The lands owned by the applicant at this location comprise circa 50 ha which extend to the rear of the Kilsaran premises. Circa 32 ha comprise the current application site.

The application site is bounded to the south by the Kilsaran Concrete International Plant and Head Office, to the west by the R147 and to the north and east by lands in agricultural use. There is a complex of existing buildings on the lands which include a dwelling and agricultural sheds.





Services:

Sewage Disposal: Existing public sewer

Water Supply: Existing public mains

Surface Water Disposal: Public sewer/drain

2.0 Planning History

RA/161021: Permission for Shire Pharmaceuticals Ireland Ltd for a Biopharmaceutical Manufacturing Facility comprising (in summary):

- A 17,445sqm, 2 storey Biopharmaceutical Production Building.
- An 8,517sqm, 2 storey Warehouse Facility.
- A single storey 3,995sqm combined utility building.
- A 3 storey 12,453sqm laboratory and administration building.
- A permanent staff and visitor car park for 496 cars and a temporary construction related car park for 420 cars.
- A single storey link building sized 1,751 sqm.
- Ancillary site works and site infrastructure buildings

Since the grant of the above-mentioned planning application and development, Shire have undertaken a due diligence review of the design. This has resulted in a revised design which allows Shire to meet its required business needs with a more efficient design arrangement, leading to a more compact configuration and greater efficiencies of scale – which also incorporates significant scope for future expansion. This is the reason for the current application.

DA/60478 Meath County Council granted planning permission for 32 business units in eight buildings and ancillary works, including the demolition of a residential dwelling and farm buildings, all at Piercetown, Dunboyne.

Subsequently under PL17.224341 An Bord Pleanála refused planning permission in 2008.

4.0 National, Regional and Local Planning and Economic Policy Overview

4.1 National Spatial Strategy

The NSS is a twenty year planning framework designed to achieve a better balance of social, economic, physical development and population growth between regions. Its focus is on people, places and building communities.

Section 2.2 of the NSS discusses key development trends within Ireland. The NSS acknowledges that *'the Greater Dublin Area (GDA) has experienced rapid development, which has driven much of the country's economic success in recent years and delivered vital national benefits.'*

The strategy goes on to say that:

'The performance of the GDA is pivotal to the overall economic well-being of Ireland. Looking at the value of the goods and services produced in terms of the economic indicator known as Gross Value Added (GVA)S, Dublin City and the surrounding three Dublin counties accounted for 38.9% of the national total in 1999. Combining the total for Dublin with Meath, Kildare and Wicklow, the GVA of the Greater Dublin Area represented 47.9% of the national total in 1999.'

4.2 Regional Planning Guidelines, 2010 – 2022 (RPGs)

The Regional Planning Guidelines for the Greater Dublin Area stipulates that Dunboyne, along with Newbridge, Greystones, Arklow, Cherrywood, Balbriggan, Maynooth, Leixlip are designated Large Growth Towns II in the Settlement Hierarchy of the Region. This category of settlements are smaller in scale than those towns designated as Large Growth Town and are described as strong active growth towns, economically vibrant with high quality transport links to larger towns/city.

The RPGs outlines its requirements for inclusion in Development Plans/Core Strategies with respect to Meath and states as follows:

'The key foci for the county over the lifetime of these guidelines will be to utilise the recent investments in transport and related infrastructure as a basis for sustainable development and to encourage investment in community, recreational, commercial and economic development to support the population of the county. In particular, opportunities to focus growth in association with the construction of the rail line to Dunboyne will allow for a

sustainable pattern of housing development and other key related services in social, retail, employment and community in the existing metropolitan area.'

The RPGs go on to state that towns within the Metropolitan Area, including Dunboyne, should make maximum benefit of existing assets e.g. public transport, social and infrastructural utilities. This may include expansion of the built footprint of a settlement, where this is in tandem with the development of planned, high quality heavy or light rail based public transport projects. The process should be plan-led by the prior delivery of high standard and integrated local area plans or Strategic Development Zones, where new housing and public transport and other services are delivered in tandem.

The RPGs at Section 3.7.5 state that:

'Dunboyne, a large growth town II in the metropolitan area, has yet to realise its long term potential but plays an important role in this economic growth area given its status and location on a developing rail line. It is also located strategically on the edge of the Gateway Core in an area with a high FDI presence.'

It further states that:

'this economic growth area experiences high levels of outward commuting patterns to the Dublin area, and it is important that economic stimuli measures are underpinned by necessary infrastructure investment, particularly in relation to water and waste water services.'

4.3 Transport Strategy for the Greater Dublin Area, 2016-2035

In setting out its purpose and rationale, the document outlines a number of core principles from the strategic vision, which include:

- *'The Dublin and Mid-East Regions will be attractive, vibrant locations for industry, commerce, recreation and tourism and will be a major focus for economic growth'*
- *'Development in the GDA shall be directly related to investment in integrated high quality public transport services and focused on compact urban form.'*

The Strategy sets out patterns and trends by individual transport corridors.

In respect of Corridor B Navan- Dunboyne- Blanchardstown – to Dublin City Centre, it states as follows:

- *'The corridors largest urban settlements (Blanchardstown and Navan) are projected to grow significantly up to 2035.'*
- *'In relation to radial city centre bound trips, the southern part of Blanchardstown is currently served by the Maynooth Rail Line and a number of radial bus services. Dunboyne and the Hinterland Area beyond it are served by commuter rail services'*

from the M3 Parkway and Dunboyne Rail stations and a number of longer distance commuter bus services.'

Chapter 7 sets out land use integration and behavioural change measures and outlines a number of strategic planning principles including:

- *'High volume, trip intensive developments, such as offices and retail, should primarily be focused into Dublin City Centre and the larger Regional Planning Guidelines (RPG) higher order centres within the GDA;*
- *Except in limited circumstances, trip intensive developments or significant levels of development should not occur in locations not well served by existing or committed high capacity public transport;*
- *The strategic transport function of national roads, including motorways, will be protected by the full implementation of the "Spatial Planning and National Roads - Guidelines for Planning Authorities";*
- *All non-residential development proposals in the GDA should be subject to maximum parking standards and based on public transport accessibility;*
- *In locations where the highest intensity of development occurs, an approach that caps car parking on an area-wide basis should be applied; and*
- *For all major employment developments and all schools, travel plans should be conditioned as part of planning permissions and be carried out in a manner consistent with existing NTA guidance.*

The application of local planning principles include the requirement that:

'areas around transport interchanges would also be desirable for some large scale development, for the period of the strategy. The Authority's interaction with the regional and strategy planning process in the GDA will be governed by these principles.'

In terms of employment growth, the city centre and Docklands will be most suitable for highest-intensity employment, while areas around transport interchanges would also be desirable for some large-scale development, for the period of the Strategy. The Authority's interaction with the regional and strategic planning process in the GDA will be governed by these principles.'

Section 7.2 outlines measures the NTA are promoting to achieve behavioural change in modal choice etc.

This section states that:

'behavioural change, as it applies to transport, is about making people aware of the range of travel choices available for the variety of trips which they make on a daily basis and encouraging the use of more sustainable travel choices where they are feasible. The measures involve the targeted promotion of public transport, walking, cycling and car

sharing as alternatives to single occupancy private car use. They can be implemented at various locations and at varying scales, e.g. workplaces, schools and neighbourhoods. They comprise a highly personalised approach aimed at engaging a group of people, making them think about their travel choices, providing them with full information, and encouraging and incentivising the use of alternatives’.

4.4 IDA Ireland Winning: Foreign Direct Investment, 2015 – 2019

IDA Ireland’s strategy, *Winning: Foreign Direct Investment 2015-2019* aims to increase Foreign Direct Investment (FDI). Regional development is a major component of IDA Ireland’s new corporate strategy. In their strategy, IDA Ireland emphasised that,

‘There is an increasing trend of FDI locating in larger urban areas. Dublin is an international scale city and, as such, has a key role in attracting investment. Ireland has a large number of attractive cities and towns that have a proven ability to attract FDI. These urban centres will play an important part in attracting FDI to all regions.’

IDA Ireland is targeting a minimum increase in investment of 30% to 40% in each region outside Dublin, with Dublin continuing to attract similar high investment levels as before. As noted in their strategy document,

‘Dublin & the Mid-East (Kildare, Meath and Wicklow) have benefitted from a high concentration of FDI. Dublin, as the capital city and the main population centre in Ireland acts as a major attractor of FDI for Ireland and its regions.’

IDA’s FDI Strategy highlights the economic opportunities available in the Great Dublin Area:

‘Dublin and its hinterland is also home to arguably the strongest technology cluster in Europe. IDA will strive to achieve the same high level of investment into Dublin over the lifetime of the new strategy. In addition, IDA will aim to increase investment into the Mid-East by 30% to 40% in line with other regions.’

4.5 Action Plan for Jobs, 2016, Department of Jobs, Enterprise and Innovation

The aim of the governments Action Plan for Jobs is to support enterprise growth and job creation in every region of the country where their focus is now on,

‘Ireland’s transformation from an economy recovering from the most severe recession to a competitive, innovative, highly productive, and environmentally sustainable economy providing sustainable full employment for its people’.

In 2015 a new approach to upgrading the attractiveness and competitiveness of all our regions was seen through the development of Regional Action Plans for Jobs. Within these plans the government

'want each region to achieve its economic potential and raise employment levels in each of the regions through the implementation of the Regional Action Plans for Jobs. Our goal is to have a further 10 to 15 per cent at work in each region by 2020 and to ensure the unemployment rate is within one per cent of the State average.'

Action Plan for Jobs 2016 marks the transition to the implementation of key Government policies that plan for medium term growth. This plan is an integrated whole of Government commitment to job creation with actions across all Government Departments to ensure that more employment opportunities are available to those who are seeking work.

4.6 Mid East Region Action Plan for Jobs, 2016-2017

Since the Action Plan for Jobs process commenced in 2012 individual action plans have been developed for each region. The Action Plan for Jobs for the Mid East Region was launched in January 2016 and covers Counties Meath, Kildare and Wicklow. The Action Plan, (Page 31) refers to the Economic Development Strategy for County Meath and outlines that the strategy is based on three pillars which are: economics, spatial planning and marketing.

Key outputs from the strategy are also listed as follows:

- *'An evidence based economic vision for the County;*
- *A roadmap identifying sectoral opportunities for economic and employment growth;*
- *Key recommendations to enable the county to realise its economic potential;*
- *The integration of these recommendations with land use planning proposals*
- *A marketing plan with key messages to support the strategy;*
- *An action plan to implement the key recommendations and bring the vision to life.'*

4.7 Meath County Development Plan 2013-2019

Dunboyne is designated in the County's settlement hierarchy as a Large Growth Town II.

Core Principle 1 of the Meath County Development Plan, (CDP) is:

'To develop Meath's critical role in the Dublin and Mid East Region and its role as part of the Dublin City National Economic Gateway maximising on its proximity to Dublin Airport.'

Core Principle 5 requires the Council:

'To encourage mixed use settlement forms and sustainable centres, in which employment, housing and community services are located in close proximity to each other and to strategic public transport corridors.'

Core Principle 9 requires the Council:

'To consolidate population growth and employment in areas best served by public transport and a range of transport modes.'

Section 3.4.3 of chapter 3 Settlement Strategy and Housing states as follows:

'As a key Metropolitan Area settlement, Dunboyne will have a similar role in the settlement hierarchy to Navan and Drogheda. Like the Large Growth Towns I, it will be a key growth centre in the County and encompass regional economic activity and local service provision. However, growth should be planned for a population in the order of 15,000 – 30,000 persons and it is important that new services and facilities should be provided as the town expands. Dunboyne also has a strong economic function, albeit different to Navan and Drogheda. Dunboyne has been identified as a secondary economic growth town in the Development Plan economic strategy.'

The Plan goes on to state that:

'Ashbourne/Dunboyne economic growth area experiences high levels of outward commuting to Dublin, and it is important that economic stimuli measures are underpinned by necessary supporting infrastructure investment, particularly in relation to water and waste water services.'

In particular SS OBJ 9 states as follows:

'To ensure that Dunboyne develops as a key settlement centre in the Metropolitan Area of the Greater Dublin Area and to ensure that the settlement grows in a manner that is balanced, self sufficient and supports a compact urban form and the integration of land use and transport.'

The CDP recognises that it is necessary to direct development into the Metropolitan Area of Meath to promote consolidation of development at locations proximate to the City Gateway and close to services and facilities. As a Large Growth Town II directly served by new public transport infrastructure, Dunboyne will be the focus for the Metropolitan Area of the County.

The Economic strategy Chapter of the Development Plan at Section 4.1 states as follows:

'The promotion of economic development requires a multi-pronged approach, the key components of which are as follows:

- Identifying key strategic sites for employment generation in County Meath for the settlements for focused residential and promote promotion of economic growth locally;*
- Providing and facilitating the provision of requisite physical infrastructure;*

- *Reserving sufficient employment zoned land in suitable locations for industry and enterprise uses;*
- *Facilitating relevant bodies regarding the availability of high-speed telecommunications;*
- *Facilitating relevant energy suppliers regarding the availability of clean and reliable sources of energy;*
- *Promoting and facilitating appropriate educational/training measures to ensure a suitably skilled local workforce;*
- *Encouraging research and development linkages between industry/business and proximate third-level institutions and providing for appropriate zoned lands at strategic locations approximate to same to accommodate synergies between third level institutions & business enterprises including start up companies;*
- *Forging mutually-beneficial linkages and partnerships with the business and third level institutions;*
- *Securing high standards of landscape and environmental protection/enhancement;*
- *Ensuring that towns and villages remain attractive to investment, and;*
- *Offering a good quality of life to those who encourage a sustainable "live work" development model in the County, thereby reducing unsustainable long distance commuting patterns for employment.'*

The County Development Plan notes that the current Regional Planning Guidelines for the Greater Dublin Area, 2010-2022 include Dunboyne/Dunboyne North and Clonee, and hence the site the subject of this application, in the National Gateway Core Economic Area.

4.8 Economic Strategy for County Meath, 2014-2022

The Meath County Development Plan 2013-2019 identified two key socio economic deficiencies i.e. the extent of outbound commuting and the lack of employment opportunities in the County. The Council embarked on an evidence based approach to addressing these issues by firstly preparing an Economic Strategy which was completed in 2014. PMCA Consultants (Economist), John Spain and Associates (Town Planning) and Jim Devlin of FTI Consultants (Marketing) were retained by the Council to prepare the Economic Strategy and the Spatial Implementation Plan. The spatial implementation element of the Strategy comprises of Variation 3 of the County Development Plan and Marketing Consultants have been recently appointed to deliver on the employment targets set out in the Strategy. The foregoing provides background to the process and sets out the rationale for the Council's intervention in the economic future of the County as envisaged in 'Putting People First 2012 ' and the Local Government Reform Act 2014 which requires local authorities to take a lead role in economic regeneration and employment creation. The Economic Development Strategy is also mindful of the wider regional context of economic and employment development in Meath and neighbouring local authority areas.

It identifies that existing trends within the County which impact on the economic performance of the County include:

- A narrow base of economic activities in largely traditional areas;

- A Foreign Direct Investment (FDI) deficit;
- Low penetration of knowledge-orientated activities; and
- Substantial skills leakage due to commuting trends out of the County.

Together with setting evidence-based measures aimed at accelerating the economic transformation, revitalisation and sustainable development of County Meath, the Strategy also assesses spatial planning opportunities, in the form of identified sites around the county, and the 'fit' of these locations in the context of achieving a re-balance of economic activity.

Dunboyne is identified as one of five key settlements within the county where the advancement of strategic Employment sites is recommended.

4.9 Dunboyne/Pace/Clonee Local Area Plan 2009-2015

The Local Area Plan provides the basis on which growth should occur to serve the future population target of approximately 25,000 persons. The development required to facilitate this growth will be brought about within a policy framework that has been prepared in the context of the Meath County Development Plan 2013-2019 which seeks to:

- Guide of the spatial development of the Corridor in the context of the railway line in a sustainable, co-ordinated and efficient manner.
- Facilitate improved accessibility by different modes of transport (with emphasis on environmentally friendly modes) through the integration of land use and transportation;
- Facilitate a mixture of functions and services (with particular emphasis on reducing social exclusion) appropriate to the population envisaged;
- Support the sustainable and resource-saving management of the Corridor (particularly water, energy, waste); and
- Facilitate the conservation and development of the natural and cultural heritage.

These core aims have informed and determined the settlement, transportation and economic strategy of the Local Area Plan, cognisant of the effects of the Plan's policies on the environment. Adherence to the above aims will increase the economic competitiveness of the Corridor while preserving the future economic prospects of surrounding rural areas.

In outlining strategic economic policy for the plan area the LAP states:

'The employment sectors that Dunboyne should target are high value added manufacturing, logistics, distribution and supply chain management and knowledge based economy focusing on high technology / bio technology, research and development in partnership with third level institutions centred around public transport corridors and routes such as Dunboyne and M3Parkway rail stations and retail (convenience and lower order comparison). This, however, does not preclude consideration of other appropriate uses'.

SDV POL 1

'Identify, protect and promote important strategically located employment lands in the Dunboyne/Clonee/Pace corridor.'

SDV POL 2

'Accommodate new development needs in an environmentally sensitive manner.'

Dunboyne is identified as a Large Growth Town II and a key Metropolitan Area settlement which will play a similar role in the settlement hierarchy to Drogheda and Navan.

The LAP states that it shall be an objective of the Council to:

"Encourage predominantly lower density employment uses (industrial, warehousing, logistics and associated uses) on lands zoned E2 'General Enterprise and Employment and E3 Warehousing & Distribution as provided for in Volume I of the Meath County Development Plan 2013-2019"

The subject site is currently zoned E2, the stated objective for which is:

"to provide for the creation of enterprise and facilitate opportunities for employment through industrial manufacturing, distribution, warehousing and other general employment/enterprise uses in a good quality physical environment".

4.10 Dunboyne Clonee Corridor Growth Corridor Strategic Framework Guidance

Building on the basis of the foregoing LAP, the purpose of this document is to support the future growth of the Dunboyne/Clonee Growth corridor and to realise the potential of the area as a Metropolitan growth centre for sustainable living and strategic employment within County Meath.

Achieving this requires that housing, community facilities and employment areas are located within close proximity to each other and in such a manner that optimises the investments in public transport and opportunities for greener travel. A core concept underlying growth for the area is based upon developing the area as a low carbon zone.

This document is not a statutory plan, it is instead intended as non- statutory guidance to drive the development of the corridor over many years. In the short term it can be used as an advisory document to inform statutory plans. The key aims of the study are as follows:

1. Develop the corridor as a centre for regional population growth and an enriched living environment for sustainable communities.
2. Strengthen and enhance the role of the corridor for local and strategic employment growth in line with national economic priorities for the National Gateway.

3. Optimise investments in the public transport system and encourage and enhance sustainable travel by walking, cycling and public transport.

4. Align sustainable growth within the corridor with green infrastructure planning principles and low carbon economies.

The spatial expression of the foregoing aims will result in the triangulation of growth around the three nodes consisting of the town centre and the two rail stations.

4.0 Submissions

There are no submissions on file.

5.0 Prescribed Authorities

DCHG:	Report received, condition attached
Irish Water:	Report received, no objection subject to conditions
TII:	Report received, comments made
An Taisce:	Report outstanding
Inland Fisheries Ireland:	Report received, comments made.
Environmental Protection Agency:	Report received, comment made in relation to an industrial emissions licence requirement.
Environmental Health Service:	Report outstanding

6.0 Referrals

Water Services:	Report received, conditions recommended
Transportation:	Report received, no objection.
Environment:	Report received, No objection
Environment (Flooding)	Report received, No objection
Conservation Officer;	Report received no objection subject to condition
Heritage Officer;	Report outstanding
Chief Fire Officer:	Report received, Fire Safety certificate required.

7.0 Pre-Planning Consultation

No pre planning on site.

8.0 Summary of Key Planning Issues

The proposed development is essentially a revised design and configuration of the previously permitted Biopharmaceutical Facility, Planning Reference RA1/61021.

- Requirement for EIS
- Principle of Development
- Appropriate Assessment
- Planning Policy
- Design and Amenity

- Water Services
- Access and Parking

9.0 Planning Assessment:

9.1 Requirement for EIAR

Planning and Development Regulations 2001-2017- Schedule 5 Parts 1 and 2 sets out the threshold for EIAR requirement for development.

At Schedule 5 Part 1, Subsection 6 an EIAR is required for:

'Integrated chemical installations, i.e. those installations for the manufacture on an industrial scale of substances using chemical conversion processes, in which several units are juxtaposed and are functionally linked to one another and which are-.....

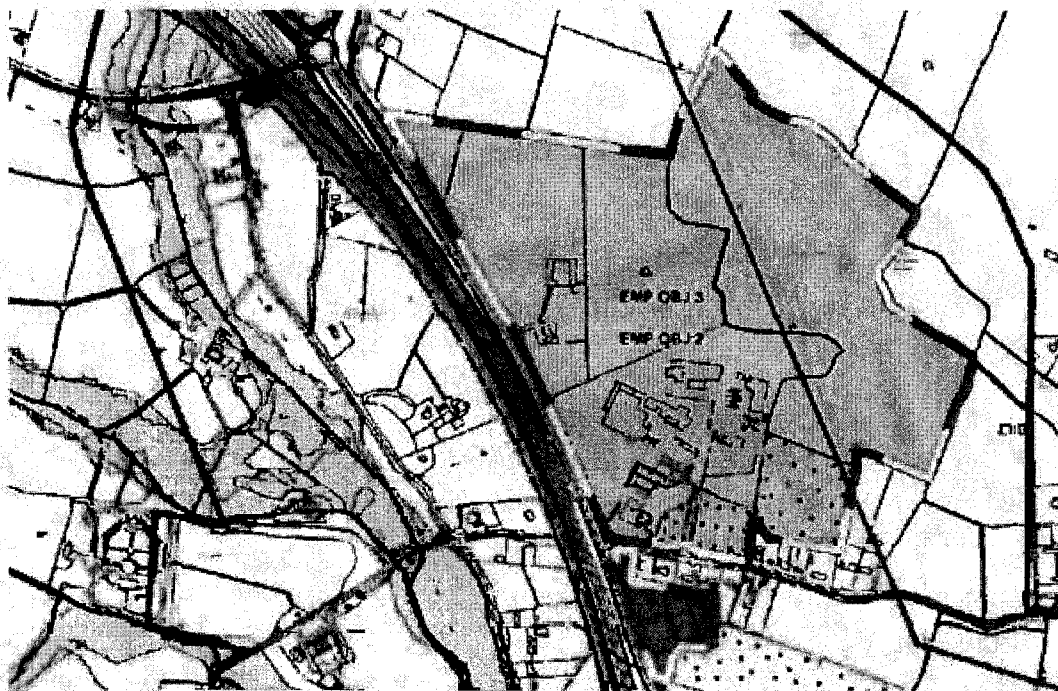
(e) for the production of basic pharmaceutical products using a chemical or biological process'

The application is accompanied by an EIAR (mandatory) and there is a non-technical summary document. In relation to the adequacy of the EIAR, the Planning Authority is satisfied that it contains the information specified in Schedule 6 of the Planning and Development Regulations 2001-2017. In general the information provided is considered to be relatively clear and precise.

In accordance with the requirements of Article 3 of the European Directive 85/337/EEC, as amended by Council Directives 97/11/EC and 2003/35/EC and Section 171A of the Planning and Development Act, 2000 – 2017, the EIAR submitted by the applicant is required to be assessed by the Competent Authority and which is done within the remaining sections of this report.

9.2 Principle of Development

The site is zoned E2 which has an objective to "provide for the creation of enterprise and facilitate opportunities for employment through industrial, manufacturing, distribution, warehousing and other general employment / enterprise uses in a good quality physical environment" It is considered that the proposed development complies with this zoning objective.



The proposed development consists of:

- A 10,083sqm, 3 storey Biopharmaceutical Production Building
- A 2,625sqm single storey Warehouse Facility
- A 7,022sqm 3 storey laboratory and administration building
- Minor modifications to the recently constructed permanent staff, sustaining contractor and visitor car park for 362 cars and a temporary construction related car park for 500 cars. The temporary car park will be decommissioned upon completion of the facility.
- Ancillary site and yard works, infrastructure and buildings
- Two single storey security buildings

The following works will be completed as enabling works (as permitted under Planning reference RA16/1021): Site access works including a car entrance incorporating a signalised road junction on the R147 centrally located along the frontage of the site, and a secondary service truck and car entrance on the R147 road to the south of the site, a single storey electricity supply building, the demolition of the existing residence and miscellaneous agricultural structures, permanent car parking and construction related temporary car parking, initial site development works including berms, and all enabling utilities, both onsite and offsite.

The main changes from what was originally granted and currently proposed consist of:

- A combined manufacturing and warehousing facility with integrated utilities, laboratories and administration is proposed instead of separate and linked buildings as permitted. This integrated facility is smaller in area. The manufacturing building is three storey instead of two storey as permitted – however, the maximum building height only differs by 2.3m.
- The overall manufacturing capacity, staffing and anticipated environmental impacts arising is largely similar or smaller than that envisaged to the previous planning permission.
- Shire's intent with this facility re-configuration is to build a facility that offers higher manufacturing flexibility and adaptability, more integrated internal logistics within the facility and greater ease of expansion in the future. The more compact site general arrangement lessens all anticipated offsite impacts.

The planning application includes plans and elevations showing the differences between the proposed structure and the originally granted plant these are copied below for clarity.

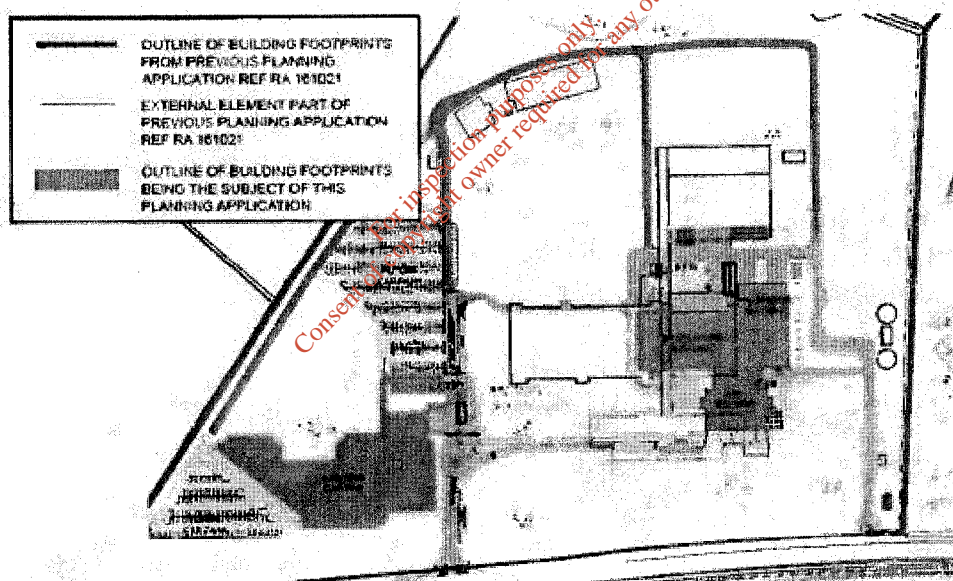


Figure 1.1 Comparison Plan Between permitted 2016 and current Revised Planning Application

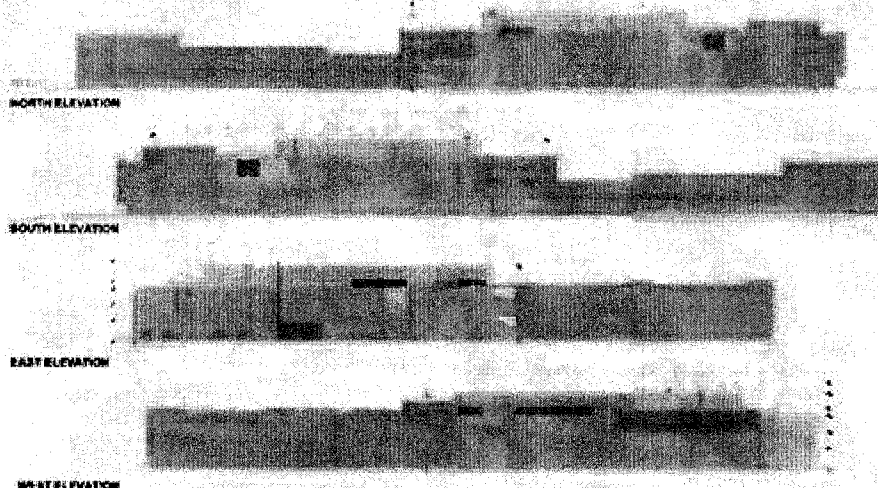


Figure 1.2 Comparison Elevations with Permitted 2016 Application Overlaid

It is clearly visible from the application documentation submitted that although the overall height of the development is greater the footprint and massing of the building is reduced, the design and visual impact of the structure is assessed below. The Planning Authority has formed the opinion that the principle of the use of this site as a manufacturing plant has been established by the Planning Authority in their respective assessment of the previous planning application. These assessments have concluded that the principle of this use is consistent with the relevant policies and objectives of the Meath County Development Plan 2013-2019.

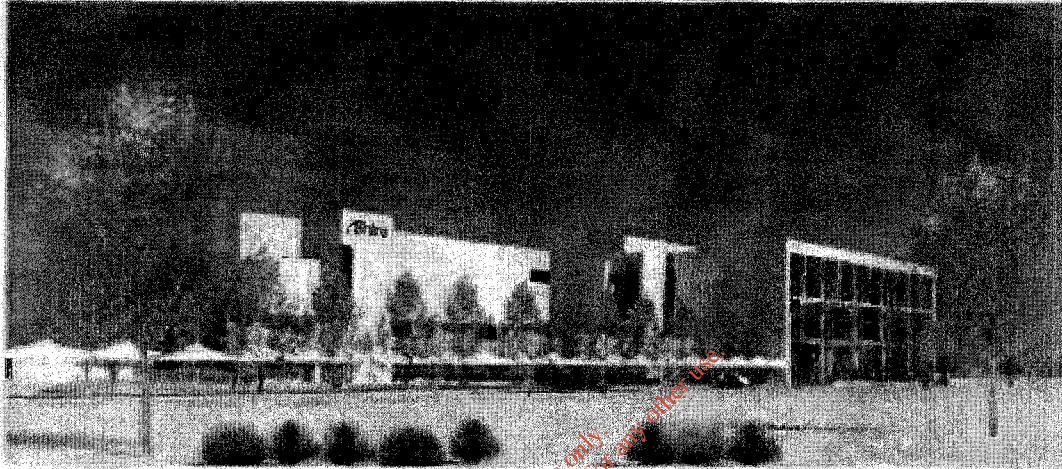
9.3 Design and Amenity

The proposed development involves the construction of a 10,083sq metre 3 storey production building, an 2,625sq metre single storey warehouse facility and a 3 storey 7,022sq metre laboratory and administration building. The applicant has submitted a design masterplan for the site, which serves to illustrate how the development will proceed on a phased basis but which also serves to indicate how future phases (if any) will develop subject to future planning applications.

The main changes to the design from what was originally permitted consist of a combined manufacturing and warehousing facility instead of separate linked buildings, as a result this facility is smaller in area over three storeys instead of 2. The overall difference in height is 2.3m higher than permitted. The new building is actually 3.3 m higher but a reduced finished floor level from 84.2 to 83.2 results in the overall height of the proposed structure being on 2.3m greater. The overall floor area from what was originally permitted is reduced by 24,429sq.m. As a result the car parking requirement is reduced to 362 spaces.

The building is orientated with the 3 storey lab and admin building to the front and west facing onto the R147 with the production section to the north and warehouse to the west, The masterplan submitted with the application indicates areas for possible future expansion if required to the north, east and south. The front (lab and admin section) of the building is to

be mainly finished with clear glass panels and white metal clad panels. The remainder of the building is to be finished in a metallic silver cladding. The utilities located on the roof are for the most part hidden by the parapet apart from the flues. The building is designed to assimilate appropriately into the receiving landscape. A detailed landscaping scheme has been submitted which provides for site enclosure through the maintenance of existing hedgerow where possible and the provision of additional planting particularly around the car-parking area. Additional screening is proposed along the southern boundary between the site and the adjacent Kilsaran Concrete and screening berms are proposed to the rear of the site.



Render of a proposed view taken from the north west, showing the 3 storey element facing the R147.

The existing contractors cabins are located to the rear of the site with water tanks and pump house located along the site boundary with Kilsaran to the south. There is an existing ESB substation in the south west corner adjacent to the secondary site access.

The buildings have been positioned so as to take cognisance of known archaeological material and such that the most prominent buildings from the public road network are the ones with the highest quality design finish.

The Planning Authority is satisfied that the design solution has been formed with the existing site constraints in mind and such that appropriate landscaping can serve to mitigate the prominence of buildings and surface car-parking. It is also considered that the redesigned building is an improvement on the original design permitted on site with a more attractive front elevation in a more compact form which makes more efficient use of the site.

9.4 Appropriate Assessment

Article 6(3) of Council Directive 92/43/EEC (the Habitats Directive) compels competent authorities to undertake an appropriate assessment of any plan or project not directly connected with or necessary to the management of a Natura 2000 site but likely to have a significant effect thereon, either individually or in combination with other plans or projects.

'Appropriate Assessment of Plans and Projects, Guidance for Planning Authorities' (2009) provide advice to planning authorities on their obligations under the Habitats Directive. The document, "Appropriate Assessment of Plans and Projects in Ireland: Guidance for Planning Authorities", states that where, from the nature, size and location of the development, it is unclear if the proposal will have a significant effect on a Natura 2000 site(s), a Natura Impact Statement will be required.

The application is accompanied by an Appropriate Assessment Screening Report. There is one Natura 2000 sites within 15km of the proposed development with 4 others having a hydrological linkage of 25km or less. All Natura 2000 sites beyond these threshold distances (15km & 25km) are considered to be far enough away that no significant effects could be caused either directly or indirectly or in combination with other plans or projects to their interest features.

The sites close enough therefore to potentially be significantly affected by the development include:

- Rye Water Valley /Carton Special Area of Conservation (SAC) is 6.8km to the south.

Other sites at a distance greater than 15km

- North Bull Island Special Protection Area (SPA);
- South Dublin Bay and River Tolka Estuary Special Protection Area (SPA);
- South Dublin Bay Special Area of Conservation (SAC); and,
- North Dublin Bay Special Area of Conservation (SAC).

The submitted screening report concludes that the proposed development "is not foreseen to give rise to any significant adverse effects on designated European sites, alone or in combination with other plans or projects" Therefore a Stage 2 NIS is not required for the project.

9.5 Access and Parking

The development is proposing two entrances on to the R147, one is centrally located and will mainly be used for staff and visitors and the secondary access which is further to the south will be mainly for contractors and delivery vehicles These accesses and associated signalised junction were permitted under the original permission RA/161021. These works are nearing completion on site. A report from the Transportation section notes these works and states that as a result "there is no requirement for a special levy, over and above the amount already conditioned and paid, to complete these works." Said report also notes that the reconfiguration of the plant including a reduction in floor area will have a "corresponding reduction in the traffic impacts during the construction and operational phases of the development when compared to the previously permitted facility". Therefore the Transportation section has no objection subject to the roads and transportation conditions of the original permission being applied.

A report from Transport Infrastructure Ireland makes a number of points in relation to specific technical issues and maintain that the development is predominantly dependent on the private car on a road network that experiences operational issues.

The Draft M3 Transportation Study has been commissioned by Meath County Council and it addresses the wider transportation issues in the area. This report has factored in the existing and proposed development in the area and shall address any infrastructural improvements required.

RM It is considered that as the development has already been granted at a greater scale with a greater traffic impact ^{the} ~~the~~ current proposal is therefore acceptable based on the precedent that the original grant of permission had set.

9.6 Water Services

The application includes a civil engineering report which includes detail on the surface water drainage, foul water drainage and the road layout. A report from Irish Water states they have no objection to the proposed development and recommends conditions. In relation to surface Water drainage and management the Water Services Section of Meath County Council note in its report that there is a high water table and a poor level of infiltration on site and as such conditions are attached to ensure the appropriate design of the attenuation system.

9.7 Flooding

A report from the environment section notes that the flood risk assessment submitted with the application has been examined and that the OPW CFRAM mapping has also been referenced, therefore it states that "Having regard to the DOEHLG / OPW publication 'The Planning System and Flood Risk Management, Guidelines for Planning Authorities, I confirm that this site is situated within Flood Zone C and as such the site is not at risk from a 1% or .01% AEP fluvial event and therefore no further flood risk assessment is required from the applicant in that regard. I am satisfied that Flood risk for the proposed development site has been addressed by the applicant and have no objection to the proposed development from a flooding perspective"

9.8 Environmental Impact Assessment Report (EIAR)

It is proposed to deal with the Environmental considerations in the chronology provided in the EIAR. In the first instance it is pertinent to refer to the examination of alternatives. A critical requirement of the EIA process is the consideration and presentation of various alternatives to the key project design decisions in the context of environmental impact. EIA guidance and legislation requires that consideration of these alternatives should include, where relevant; sites, routes, alignments/layouts, processes and strategies.

As the proposed development is a revision of a previously permitted design with extensive enabling works already commenced, the developer did consider three levels of alternatives under the headings: alternative locations, alternative designs, alternative processes.

At the outset, the applicant conducted a comparative assessment of 38 sites with a view to establishing the most appropriate location for the proposed development. The site at Piercetown had numerous advantages in terms of the site size, proximity to public transport and favourable road linkages as well as proximity to Dublin Airport facilitating product delivery. The original proposal included more than 10 alternative site master plans were considered with a view to meeting the companies needs now and into the future. This EIS includes three alternative site layouts with the site adjacent to the west being chosen due to its visual impact and environmental robustness which integrates known archaeological features.

9.8.1 Relevant sections of the EIAR

Population and Human Health

While the proposed development is likely to create some additional demand for housing for employees within the local area, it is anticipated that many potential employees may commute using the existing excellent road and rail infrastructure. The proposed development will affect employment provision in the area creating both direct and indirect employment with a potentially positive impact for local businesses in the area.

The development is proposed to be completed in approximately 24 months with a peak employment from construction activities of 800 persons, once the plant is operational it is expected to employ 301 persons. This will benefit the local economy substantially.

Biodiversity (Flora and Fauna)

The subject site was previously assessed for the original permission and this included a survey by ecologists who classified the main body of the site as Improved Agricultural Grassland and deemed to be of low ecological importance. Some of the hedgerows present on site were removed under supervision of a qualified ecologist, and badger setts were removed under licence from the NPWS. Badger Sett exclusions zones were also put in place for the original project design, which are still in place. The site was determined to have low ecological value both at landscape and local scales.

It is considered that through the works already carried out and the proposed mitigation measures in the EIS that applicant has adequately addressed the maintenance and provision of wildlife habitats.

Lands, Soils, Geology & Hydrogeology

This topic examines the effects on the land, soils, geology and hydrogeology – both during construction and day-to-day operations. These were assessed using records of drilling and testing wells on the site. There is no evidence of contamination. The test results were used to estimate whether building or operating the project could affect water under or near the site.

In summary, the assessment found that, once properly built and managed, then both the construction and the day-to-day operations of the development will not cause any risks to land, soils, geology or hydrogeology.

A report from the Environment Section on the previous planning application recommended a number of conditions and they will be reinstated should this permission be granted.

Water & Hydrology

The nearest watercourse to the development site is the Pinkeen Stream located approximately 400 m to the north east. This is a tributary of the River Tolka. The EPA currently classifies the Pinkeen Stream as being of 'poor' status.

Calculations about risks to water quality were made based on the design of the project – including systems for surface water run-off, fuel and chemical handling, accidental releases, and firewater retention. A flood risk assessment was also carried out and submitted with the planning application and it found that the project poses no flooding risk.

In summary, the assessment found that, once properly built and managed, then both the construction and the day-to-day operations of the development will not cause any risks to water quality or risk of flooding.

At the operational phase there will be no direct discharges of contaminated water to surface water. Bulk chemical storage will exist on site and as such there is a potential for accidental damage if not adequately mitigated. During construction there is potential for a slightly increased run-off due to the introduction of impermeable surfaces and the compaction of soils.

A report from Inland Fisheries Ireland comment on the need to comply with a Construction Management Plan, to implement surface water management measures and ensure that there is no contamination of water sources.

Air Quality & Climate

The Applicant has detailed the air quality modelling system and provided extensive information on the criteria for rating of impacts. The proposed development will have 3 no. boiler stacks, the height of these are 27.3m.

The Applicant acknowledges there may be a rise in CO₂ and NO₂ emissions during the construction stage from vehicles and plant used in the building of the proposed development and in addition there will be additional vehicle journeys from construction personnel travelling to and from the site. Nuisance impacts may also come from dust generated during construction.

The report from the Environment section recommends conditions in relation to this aspect of the development.

Noise & Vibration

Baseline noise has been assessed by means of noise surveys during daytime, evening and night time periods at representative locations around the site, in order to quantify the existing noise climate at the nearest sensitive receptors.

While the site is located in a rural environment it is located immediately adjacent to the R147 and proximate to the M3 motorway so is subject to significant ambient traffic noise. The Applicant has carried out baseline noise surveys at 4 sites located approximately northwest, northeast, southeast and southwest of the site and varied in distance from 200m to 780m from the site boundary.

The report from the Environment section recommends conditions in relation to this aspect of the development.

Landscape & Visual Impact

A Landscape and Visual Impact Assessment of the proposed pharmaceutical development has been carried out in accordance with best practice guidance. An appraisal was carried out of the nature of the receiving landscape over a wide range from the site. A number of photomontages were prepared to illustrate what the proposal would look like from key viewpoints.

The assessment used 'before and after' computer images to examine how much the project would change the appearance of the area when viewed from a number of local places. It found that the development is visible from the R417, R115 and M3 roads. These are major roads that themselves altered the local landscape character. There is limited visibility from the upper proportions of the structure from Caulstown Lane.

The changes caused by the proposed development will be consistent with the appearance and character of lands zoned by the County Development Plan employment and enterprise.

The site currently consists of recently constructed groundwork's with temporary structures on site relating to the construction activity. The wider landscape contains agricultural land and significant existing light industrial developments to the east, infrastructure such as motorways, railways, transmission infrastructure, as well as established settlements and dispersed housing. The highest landscape effects therefore occur on the site itself and within a 1 km radius of the site, extending a built up landscape further into areas of rural character.

The site is located within Landscape Character Area 10 – Ward Lowlands, in the Landscape Character Assessment, of the County Development Plan. The Landscape value is stated as low, landscape sensitivity is high and importance is regional. The LCA characterises the landscape as being of degraded quality due to lack of management, loss of hedgerows and larger fields adjacent to the urban fringe.

There are no protected views listed in the County Development Plan affected by the proposed development.

A change from rural to industrial has been envisaged at this location for a significant timeframe through the zoning of these lands for this purpose and indeed by virtue of the logical extension from the established industrial enterprise at Kilsaran Concrete. Based on site inspection and an examination of the landscape and visual impact assessment carried out, the receiving landscape can absorb the proposed development.

As noted above the change in design of the facility from the previously approved building will result in an increased height but a reduction in the overall massing and scale of the building and it is considered that the visual impact of the proposed structure will be reduced compared to what has been approved.

Material Assets

Material Assets is generally taken to refer to the built infrastructure. Most such impacts are dealt with under the other headings of this EIAR. Provision of gas, water supply, waste water, electricity, telecoms, will not cause any significant environmental effects.

Traffic and Transportation

During the building of the project, it is predicted that increases in network traffic as a result of construction and operational development will be within the design capacity of the roads and junctions and therefore no intervention or physical mitigation is required. The day-to-day effects have also been assessed and it has been found that as the traffic distributes through the traffic network the impact decreases and the overall impact is considered low. A Mobility Management Plan will encourage workers to make use of the walking, cycling and public transport opportunities around the site.

In summary, once properly built and managed, then neither the construction phase nor the day-to-day operations will cause any significant effects on traffic.

Transportation is dealt with specifically in section 9.5 above.

Waste Management

This topic examines the effects of waste that arises during the construction and the operation of the project.

The report from the Environment section recommends conditions in relation to this aspect of the development.

Archaeology and Cultural Heritage

Six archaeological sites were identified during advance archaeological investigations and include two large roughly circular settlement enclosures (Sites 1-2) that were identified initially through geophysical survey and confirmed by later testing of the site. A third enclosure, Site 3, was also identified at the southern end of the site. Three additional areas, Sites 4-6, were also shown to have archaeological features/material present. Another site (Site 7) was exposed during topsoil stripping of the site in 2017 and consisted of a small ring ditch. Six of these sites will be preserved in situ and are securely fenced with a red and white

timber railing and appropriate warning signage. Site 5 has been excavated and resolved under licence. These areas will not be affected by the proposed revised development and have been incorporated into the new design.

A report from the Department of Culture, Heritage and the Gaeltacht recommend that a condition in relation to archaeological monitoring be attached to any grant of permission. The Conservation Officer also recommends this.

10. Development Contributions

Development Contributions in accordance with the Development Contributions Scheme 2016 are required.

The subject site is located on fully serviced zoned lands and as such full development contributions are applicable. Development contributions under RA/161021 and an associated special development contribution have been paid. However the following contributions apply to the revised design.

Use	Sq.m Actual	Surface Water Drainage	Roads	Infrastructure	Total	50% IDA Assistance
Production	10,083	€3,327	€82,076	€25,510	€110,913	€55,456.50
Warehouse	2,625	€866	€21,368	€6,641	€28,875	€14,437.50
Lab	5,713	€1,885	€46,504	€14,454	€62,843	€31,421.50
Admin	1,309	€432	€10,655	€3,312	€14,399	€7,199.50
	19,730				€217,030	€108,515

Therefore the following contributions will be conditioned should the development be granted.

Surface Water Drainage	€6,511	less 50%	€3,255.50 ✓
Roads	€160,602		€80,301 ✓
Social Infrastructure	€49,917		€24,958.50 ✓
Development Contribution 2016 Total	€217,030		€108,515 ✓

11.0 Conclusion and Recommendation

The application is for the development of a new "state of the art" Biopharma manufacturing campus in Dunboyne. The facility will assist Shire Pharmaceutical (Ireland) Ltd to meet increasing product demands.

The lands subject of the current application have been zoned for employment uses for a significant period of time. The developers, in partnership with the IDA, identified the land as suitable to their needs and presented their development proposals to Meath County Council. Having regard to the National, Regional and Local planning and economic policy context, Meath County Council advised that a development of the type proposed was

acceptable in principle subject to satisfactory compliance with environmental and traffic safety requirements.

Environmental issues were fully assessed in the EIA process and supporting reports have been received from relevant section of the Council.

Taking into consideration the favourable policy framework from a national, regional and local perspective and the suitability of the site from a technical perspective as well as the adequate design solution, the Planning Authority is satisfied that the proposal is consistent with the sustainable development of the area and thus recommends that permission be granted subject to conditions:

CONDITIONS

1. The development shall be carried out and completed in accordance with the plans and particulars lodged with the application on 01/08/17 except as may otherwise be required in order to comply with the following conditions. Where such conditions require details to be agreed with the planning authority, the developer shall agree such details in writing with the planning authority prior to commencement of development and the development shall be carried out and completed in accordance with the agreed particulars.

Reason: In the interest of clarity.

2. (a) All of the environmental and construction mitigation measures set out in the Environmental Impact Assessment Report submitted on the 01/08/17 shall be implemented in conjunction with the timelines set out, except as may otherwise be required in order to comply with the conditions hereunder.

(b) All ecological avoidance measures shall be implemented in full and carried out in accordance with best ecological practice in consultation with statutory agencies (if necessary). A report on the implementation of these measures shall be submitted to the Planning Authority upon first operation of the development.

Reason: In the interest of orderly development and environmental protection.

3. The development shall comply with the conditions set out under planning reference numbers RA/161021, except where conditions hereunder specify

Reason: In the interests of the proper planning and development of the area.

4. Where there is a change to the materials and finishes to the buildings from that detailed in the planning application dated 01/08/17, details including samples, where deemed necessary, of the revised materials, colours and textures of all the external finishes to each component of the scheme shall be made available for the Planning Authority for its written agreement.

Reason: In the interest of orderly development and the visual amenities of the area.

5. The applicant shall develop the Construction Management Plan (CMP) submitted as part of the application; this document shall be treated as a live document for the duration of the project. The Applicant shall ensure that all staff personnel, whether full time on site or relevant staff visiting the site, are aware of the procedures within the CMP

Reason: In the interest of amenities and public safety.

6. (a) The applicant shall not stockpile overburden material and topsoil within 30m of any watercourse.
(b) All refuelling shall take place in a designated refuelling area at least 30m from watercourses, details of same to be included in the Construction Environmental Management Plan (CEMP)
(c) All hydrocarbons, chemicals, oils, etc. shall be stored in a dedicated bunded area at least 30m from watercourses and capable of storing 110% of the container/tank capacity.
(d) The applicant shall ensure adequate supply of spill kits and hydrocarbon absorbent pads are stocked on site, during both construction and operational stage.

Reason: In the interests of public health

7. (a) The applicant shall ensure all pumped ground water/dewatering waters are subjected to a settlement process.
(b) The applicant shall, during construction stage, collect foul water in a collection tank and remove off site by an authorised collector to an authorised facility.
(c) All tanks, either temporary or permanent, shall be bunded and capable of storing 110% tanks capacity.
(d) Oil interceptors shall be placed along the drainage system serving the hardstanding areas and subjected to annual maintenance, the records of same to be kept on site.

Reason: In the interests of public health

8. (a) Dust emissions shall not exceed $350\text{mg/m}^2/\text{day}$.
(b) The applicant shall implement dust prevention/mitigation measures as detailed in Construction Management Plan and Section 10 of the EIAR.
(c) The applicant, contractor and sub-contractors shall endeavour to utilise low energy and low emissions vehicles and plant where possible.
(d) The applicant shall record and make available for inspection the actual construction vehicle and plant emissions to air.

Reason: In the interests of public health

9. (a) The construction works shall be carried out in accordance with the noise guidance set out by BS 5228-1:2009 Code of Practice for Noise and Vibration Control

on Construction and Open Sites and the NRA Guidelines for the treatment of Noise and Vibration in National Roads Schemes

(b) During the construction phase noise levels at noise sensitive locations shall not exceed 70dB(A) between 0700 to 1900 hours Monday to Friday and 0800 to 1600 hours Saturday and 45dB(A) at any other time.

(c) Noise exceedance activities must be agreed in writing with Meath County Council prior to the activity taking place and if approved communicated to noise sensitive receptors.

Reason: In the interest of protection of the amenity of adjoining properties.

10. (a) The applicant shall ensure all waste arising from the demolition of the existing property (including the septic tank) is removed from the site by an authorised carrier to an authorised facility.

(b) The applicant shall ensure that all excavated material and all other waste material is undertaken in accordance with the Waste Management Act 1996, as amended. The applicant shall retain and make available for inspection all records relating to the movement, recovery or disposal of waste from the development site.

(c) The applicant shall manage all waste streams during the construction and commissioning stage of the project in accordance with the DOECLG "Best Practice Guidelines on the Preparation of Waste Management Plans for Construction and Demolition Projects" (2006) and shall take cognisance of the current Regional Waste Management Plan in particular to the upper tiers of the Waste Hierarchy.

(d) The applicant shall provide to the Local Authority, on completion of the works, a comprehensive report detailing the management of the all waste streams generated during the construction and commissioning stages of the project. This shall include but not be limited to type of waste streams, amount of each waste stream generated, destination of waste streams (including final destination if applicable), percentage of waste re-used, recycled, recovered and disposed, and prevention and minimisation initiatives undertaken.

(e) Prior to the removal of the existing septic tank the applicant shall have all liquids and sludges from the tank removed by an authorised carrier to an authorised facility.

Reason: In the interests of sustainable waste management

11. (a) The applicant shall develop the Shire Waste Management Procedures to make it site specific to the proposed development and ensure it complies with all relevant EU and National waste management legislation.

(b) The applicant shall implement a source segregated, multiple bin system in non-processing/warehouse areas e.g. canteen, offices, locker rooms, etc. Waste receptacles shall be appropriately labelled and awareness about same communicated to staff.

Reason: In the interests of sustainable waste management

12. The applicant shall, during both construction and operational stages, maintain a Complaints Register to record any complaints regarding but not limited to noise, odour, dust, traffic or any other environmental nuisance. The Complaint Register shall include details of the complaint and measures taken to address the complaint and prevent repetition of the complaint.

Reason: In the interest of amenities and public safety.

13. All details of water supply and wastewater sewer connections to the infrastructure in the control of Irish Water shall be agreed with that Department.

Reason: In the interests of public health

14. Prior to the commencement of construction of the surface water drainage system, A) the applicant shall submit a detailed design for the Catchment 2 storm attenuation tank. Considering the high water table which exists on site and the poor level of infiltration available on site the attenuation tank shall be a water tight concrete structure. Upon completion of the construction of the concrete attenuation tank the applicant shall carry out a water tightness test on the structure which shall be witnessed and agreed by the Meath County Council Water Services Engineer. B) The revised outfall arrangement for Catchment 2 discharge of attenuated surface water shall include for a petrol interceptor and flow-limiting or hydro-brake device, the detail and design of which shall be agreed in writing with Meath County Council Water Services Section.

Reason: In the interests of public health

15. The mitigation measures as outlined in the Appendices and Compendium of Mitigation Measures to the Environmental Impact Assessment Report shall be implemented in full.

Reason: In the interest of proper planning and sustainable development.

16. Archaeological monitoring shall be carried out as per the following: A) The applicant is required to employ a qualified archaeologist to monitor all new ground works associated with the development that is proposed in this planning application. The archaeologist will implement the recommendations of the Archaeological Management Plan for the site with regard to the preservation in situ of sites already identified and the maintenance of the buffer zones around them. B) Should archaeological material be found during the course of monitoring, the archaeologist may have work on site stopped, pending a decision as to how best to deal with the archaeology. The developer shall be prepared to be advised by the Department of Culture, Heritage and the Gaeltacht with regard to any necessary mitigating action (e.g. preservation in situ, or excavation) and should facilitate the archaeologist in recording any material found. C) The Planning Authority and the Department of Culture, Heritage and the Gaeltacht shall be furnished with a report describing the results of the monitoring.

Reason: To ensure the continued preservation (either in situ or by record) of places, caves, sites features or other objects of archaeological interest.

17. (a) The applicant having agreed the final design of the proposed layout of works affecting the public road with the Planning Authority under Planning Ref: RA161021 shall complete these works in full to the agreed standards specifications. These works included inter alia agreement on the details of the final public lighting design, bus lanes, bus stops, pavement design and traffic controller and included for the provision of 2 sheltered bus stops (one located each side of the R147).
- (b) Stage 2, 3 and 4 Safety Audits as per HD 19/15 of the DMRB (GE-STY-01024) shall be undertaken by the applicant.
- (c) A construction stage traffic management plan for all works being carried out under this permission shall be agreed with the Planning Authority prior to the commencement of development.
- (d) The applicant is required to have the final agreed main junction entrance and ancillaries constructed and commissioned before the facility becomes operational.
- (e) During construction all construction vehicles shall be parked on site. No parking by staff or other shall be permitted on the public road.
- (f) The applicant should note the statutory requirement to obtain the consent of the Road Authority before undertaking works or traffic management on the public road.
- (g) Prior to the occupation of any building the applicant shall submit a Workplace Travel Plan for the written agreement of the Planning Authority, which shall include measures to maximise the use of existing public transport facilities including details of the provision of a shuttle service to the M3 Parkway Rail Station and promote other sustainable modes of transport. A monitoring report shall be submitted to the Planning Authority on the first occupation of the development and further monitoring reports shall be completed and submitted to the Planning Authority on the third and fifth anniversaries of the first occupation of the development.

Reason: In the interests of traffic safety and to secure sustainable development patterns

18. The developer shall pay the sum of €3,255.50 to the Planning Authority as a contribution towards expenditure that is proposed to be incurred by the Planning Authority in the provision, refurbishment, upgrading, enlargement or replacement of surface water infrastructure by the Council benefiting development in the area of the Authority, as provided for in the Contribution Scheme of Meath County Council adopted in accordance with the provisions of Section 48 of the Planning & Development Act 2000 – 2017. Payment of this sum shall be made prior to commencement of development.

The above sum shall apply until 31st December, 2017 and shall be subject to review on that date and to annual review thereafter unless previously paid. The contribution rates shall be updated effective from January 1st each year during the lifetime of the Development Contribution Scheme in accordance with the Wholesale Price Indices – Building and Construction (Capital Goods) published by the Central Statistics Office.

Reason: The provision of such surface water, ^{drainage} infrastructure in the area by the Council will facilitate the proposed development. It is considered reasonable that the developer should contribute towards the cost of providing these services.

- mlr 12/9/2017 Laura Lynch 12/9/17
19. The developer shall pay the sum of €80,301.00 to the Planning Authority as a contribution towards expenditure that is proposed to be incurred by the Planning Authority in the provision, refurbishment, upgrading, enlargement or replacement of public roads and public transport infrastructure by the Council benefiting development in the area of the Authority, as provided for in the Contribution Scheme of Meath County Council adopted in accordance with the provisions of Section 48 of the Planning & Development Act 2000 – 2017. Payment of this sum shall be made prior to commencement of development.

The above sum shall apply until 31st December, 2017 and shall be subject to review on that date and to annual review thereafter unless previously paid. The contribution rates shall be updated effective from January 1st each year during the lifetime of the Development Contribution Scheme in accordance with the Wholesale Price Indices – Building and Construction (Capital Goods) published by the Central Statistics Office.

Reason: The provision of such roads and public transport infrastructure in the area by the Council will facilitate the proposed development. It is considered reasonable that the developer should contribute towards the cost of providing these services.

- mlr 12/9/2017 Laura Lynch 12/9/17
20. The developer shall pay the sum of €24,958.50 to the Planning Authority as a contribution towards expenditure that is proposed to be incurred by the Planning Authority in the provision and extension of social infrastructure (open spaces, recreational and community facilities, amenities and landscaping works) by the Council benefiting development in the area of the Authority, as provided for in the Contribution Scheme of Meath County Council adopted in accordance with the provisions of Section 48 of the Planning & Development Act 2000 – 2017. Payment of this sum shall be made prior to commencement of development.

The above sum shall apply until 31st December, 2017 and shall be subject to review on that date and to annual review thereafter unless previously paid. The contribution rates shall be updated effective from January 1st each year during the lifetime of the Development Contribution Scheme in accordance with the Wholesale Price Indices – Building and Construction (Capital Goods) published by the Central Statistics Office.

Reason: The provision of such social infrastructure in the area by the Council will facilitate the proposed development. It is considered reasonable that the developer should contribute towards the cost of providing these services.

Advice Note: The developer shall liaise with Irish Water in respect of connection to foul sewer and watermain.

Advice Note

House Extensions and Single Residential Units (urban and rural). Forward by e mail to planning@meathcoco.ie and shall include a cover letter outlining relevant compliance issues together with appropriate drawings in PDF format.

All other Planning Compliance. - Forward to Planning Compliance, Planning Department, Buvinda House, Dublin Road, Navan, C15 Y 291 and shall include a cover letter outlining relevant compliance issues together with a CD that includes all relevant maps and drawings in PDF format (high resolution).

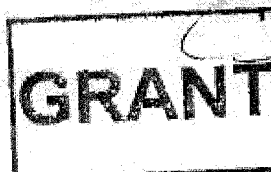
Advice Note

A Fire Safety Certificate application is required under Part III of the Building Control Regulations for each individual building and/ or elements within the proposed development. Note: Fire safety issues with regard to the design, layout and construction of the proposed buildings, as well as all proposed active & passive fire protection systems will be examined in more detail by the Fire Officer at the Fire Safety Certification stage.

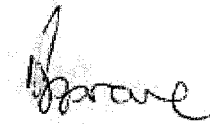
Advice Note

An allowance may apply where development contributions have already been paid in respect of a previously permitted development on the subject site. Enquiries should be directed to the Planning Authority at 046-9097500


Billy Joe Padden
Executive Planner




Pádraig Maguire
Senior Executive Planner


12/9/17

Entered  12/9/17



Environmental Impact Assessment

Date: 12/09/17

Planning reference: RA/170887

Development proposed: Permission for development consisting of revised design and configuration of previously permitted Biopharmaceutical Manufacturing Facility, Planning Register Reference No. RA/161021 located at our site at Piercetown, Craddockstown and Ballymagillin Townlands, Dunboyne, County Meath. The proposed development includes: A revised design and configuration of the permitted facility to a three storey Biopharmaceutical Production Building sized 10,083 square metres in total and 25.3 metres high and related external plant and equipment including boiler stacks 26 metres high. A single storey Warehouse Facility sized 2,625 square metres in total and 17.3 metres high with roof mounted plant and equipment and associated docking and yard areas. A three storey laboratory and administration building sized 7,022 square metres and 25.3 metres high including roof mounted plant and equipment. Minor modifications to the recently constructed permanent staff, sustaining contractor and visitor car park for 362 cars and a temporary construction related car park for 500 cars. The temporary car park will be decommissioned upon completion of the facility. Ancillary site works include a bunded tank farm, water and waste water, pipe bridges, cooling towers, gas storage facilities, emergency generators, a waste recycling compound (15 metres wide by 30 metres long) and structures, items of plant and equipment and their associated yards, internal roads and services, fencing, exterior lighting, landscaping and landscape berms, and underground water attenuation tank and building mounted and ground mounted signage. Ancillary site buildings include a single storey sprinkler pump house sized 106 square metres and 6.2 metres high and associated tanks, a single storey waste water pump house sized 7 square metres and 3.2 metres high, a gas reducing station and compound, a covered bicycle facility for 100 bicycles and 3 no. flagpoles 15 metres high, 2 no. Waste Management/Storage buildings 243 square metres and 7.2m high each and a single storey bunded drum storage building sized 122 square metres and 6.2 metres high and a single storey waste water building sized 60 square metres and 6.2 metres high, a single storey covered walkway 180 metres long and 5 metres high joining the car park to the proposed facility and a new bus shelter at the site entrance. The proposed new works include a single storey security building sized 129 square metres and 5.2 metres high to the centre of the site and a single storey security/

It is noted that the Environmental Impact Assessment carried out by Mr Billy Joe Padden EP and outlined in the Planner's Report dated 12th day of September 2017 and approved by Mr Padraig Maguire SEP and Mr Sean Clarke A/SEO, has been carried out giving full consideration to the Environmental Impact Assessment Report submitted with the application.

It is considered that the Planner's Report dated 12th day of September 2017 contains a fair and reasonable assessment of the likely significant effects of the development on the environment. The assessment as reported is adopted as the assessment of Meath Co Council.

Padraig Maguire
CE.



Jackie Maguire

Chief Executive

Meath Co Council

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Meath County Council
Planning Department
Buvinda House
Dublin Road
Navan
Co. Meath C15 Y291
REG: 00172770

Phone: 046 909 7000 Fax: 046 909 7001

Planning & Development Act 2000 – 2017
NOTIFICATION OF FINAL GRANT

TO: Shire Pharmaceuticals Ireland Limited
c/o Jacobs,
Merriion House,
Merriion Road,
Dublin 4.

Planning Register Number: RA/170887
Application Receipt Date: 01/08/2017
Further Information Received Date:

In pursuance of the powers conferred upon them by the above-mentioned Act, Meath County Council has by Order dated 14/09/2017 GRANTED PERMISSION to the above named for the development of land in accordance with the documents submitted namely:- revised design and configuration of previously permitted Biopharmaceutical Manufacturing Facility, Planning Register Reference No. RA/161021 located at our site at Piercetown, Cradockstown and Ballymagillin Townlands, Dunboyne, County Meath. The proposed development includes: A revised design and configuration of the permitted facility to a three storey Biopharmaceutical Production Building sized 10,083 square metres in total and 25.3 metres high and related external plant and equipment including boiler stacks 26 metres high. A single storey Warehouse Facility sized 2,625 square metres in total and 17.3 metres high with roof mounted plant and equipment and associated docking and yard areas. A three storey laboratory and administration building sized 7,022 square metres and 25.3 metres high including roof mounted plant and equipment. Minor modifications to the recently constructed permanent staff, sustaining contractor and visitor car park for 362 cars and a temporary construction related car park for 500 cars. The temporary car park will be decommissioned upon completion of the facility. Ancillary site works include a bunded tank farm, water and waste water, pipe bridges, cooling towers, gas storage facilities, emergency generators, a waste recycling compound (15 metres wide by 30 metres long) and structures, items of plant and equipment and their associated yards, internal roads and services, fencing, exterior lighting, landscaping and landscape berms, and underground water attenuation tank and building mounted and ground mounted signage. Ancillary site buildings include a single storey sprinkler pump house sized 106 square metres and 6.2 metres high and associated tanks, a single storey waste water pump house sized 7 square metres and 3.2 metres high, a gas reducing station and compound, a covered bicycle facility for 100 bicycles and 3 no. flagpoles 15 metres high, 2 no. Waste Management/Storage buildings 243 square metres and 7.2m high each and a single storey bunded drum storage building sized 122 square metres and 6.2 metres high and a single storey waste water building sized 60 square metres and 6.2 metres high, a single storey covered walkway 180 metres long and 5 metres high joining the car park to the proposed facility and a new bus shelter at the site entrance. The proposed new works include a single storey security building sized 129 square metres and 5.2 metres high to the centre of the site and a single storey security building sized 129 square metres and 5.2 metres high to the south of the site. All other ancillary site and yard related infrastructure. The following works will be completed as enabling works (as permitted under Planning Reference RA/161021); Site access works including a car entrance incorporating a signalised road junction on the R147 centrally located along the frontage of the site and a secondary service truck and car entrance on the R147 road to the south of the site, a single storey electricity supply building, the demolition of the existing residence and miscellaneous agricultural structures, permanent car parking and construction related temporary car parking, initial site development works including berms, and all enabling utilities, both onsite and offsite. This application consists of an activity for which a licence under Part IV of the Environmental Protection Agency Act 1992 (as amended) is required and full details of the proposed development and its anticipated environmental impacts will be notified to the Environmental Protection Agency. An Environmental Impact Assessment Report accompanies this application at Piercetown, Cradockstown & Ballymagillin, Dunboyne, Co. Meath, subject to the 20 conditions set out in the Schedule attached.



On behalf of Meath County Council.

DATE: 19/10/2017

NOTE: (Outline Permission Applications Only)

OUTLINE PERMISSION is subject to the subsequent Application for Permission consequent on the grant of Outline Permission of the Planning Authority. Until such has been obtained to detailed plans of the development proposed, the development is NOT AUTHORISED.

NOTE:

The permission herein granted shall, on the expiration of 5 years (unless otherwise conditioned) beginning on the date of the granting of permission, cease to have effect as regards: -

- (1) In case the development to which the permission relates is not commenced during the period, the entire development and
- (2) In case such development is so commenced, so much thereof as is not completed within that period.

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Schedule of Conditions

1. The development shall be carried out and completed in accordance with the plans and particulars lodged with the application on 01/08/17 except as may otherwise be required in order to comply with the following conditions. Where such conditions require details to be agreed with the planning authority, the developer shall agree such details in writing with the planning authority prior to commencement of development and the development shall be carried out and completed in accordance with the agreed particulars.

Reason: In the interest of clarity.

2. (a) All of the environmental and construction mitigation measures set out in the Environmental Impact Assessment Report submitted on the 01/08/17 shall be implemented in conjunction with the timelines set out, except as may otherwise be required in order to comply with the conditions hereunder.
(b) All ecological avoidance measures shall be implemented in full and carried out in accordance with best ecological practice in consultation with statutory agencies (if necessary). A report on the implementation of these measures shall be submitted to the Planning Authority upon first operation of the development.

Reason: In the interest of orderly development and environmental protection.

3. The development shall comply with the conditions set out under planning reference numbers RA/161021, except where conditions hereunder specify

Reason: In the interests of the proper planning and development of the area.

4. Where there is a change to the materials and finishes to the buildings from that detailed in the planning application dated 01/08/17, details including samples, where deemed necessary, of the revised materials, colours and textures of all the external finishes to each component of the scheme shall be made available for the Planning Authority for its written agreement.

Reason: In the interest of orderly development and the visual amenities of the area.

5. The applicant shall develop the Construction Management Plan (CMP) submitted as part of the application; this document shall be treated as a live document for the duration of the project. The Applicant shall ensure that all staff personnel, whether full time on site or relevant staff visiting the site, are aware of the procedures within the CMP

Reason: In the interest of amenities and public safety.

6.
 - (a) The applicant shall not stockpile overburden material and topsoil within 30m of any watercourse.
 - (b) All refuelling shall take place in a designated refuelling area at least 30m from watercourses, details of same to be included in the Construction Environmental Management Plan (CEMP)
 - (c) All hydrocarbons, chemicals, oils, etc. shall be stored in a dedicated bunded area at least 30m from watercourses and capable of storing 110% of the container/tank capacity.
 - (d) The applicant shall ensure adequate supply of spill kits and hydrocarbon absorbent pads are stocked on site, during both construction and operational stage.

Reason: In the interests of public health

7.
 - (a) The applicant shall ensure all pumped ground water/dewatering waters are subjected to a settlement process.
 - (b) The applicant shall, during construction stage, collect foul water in a collection tank and remove off site by an authorised collector to an authorised facility.
 - (c) All tanks, either temporary or permanent, shall be bunded and capable of storing 110% tanks capacity.
 - (d) Oil interceptors shall be placed along the drainage system serving the hardstanding areas and subjected to annual maintenance, the records of same to be kept on site.

Reason: In the interests of public health

8.
 - (a) Dust emissions shall not exceed 350mg/m²/day.
 - (b) The applicant shall implement dust prevention/mitigation measures as detailed in Construction Management Plan and Section 10 of the EIAR.
 - (c) The applicant, contractor and sub-contractors shall endeavour to utilise low energy and low emissions vehicles and plant where possible.
 - (d) The applicant shall record and make available for inspection the actual construction vehicle and plant emissions to air.

Reason: In the interests of public health

9.
 - (a) The construction works shall be carried out in accordance with the noise guidance set out by BS 5228-1:2009 Code of Practice for Noise and Vibration Control on Construction and Open Sites and the NRA Guidelines for the treatment of Noise and Vibration in National Roads Schemes
 - (b) During the construction phase noise levels at noise sensitive locations shall not exceed 70dB(A) between 0700 to 1900 hours Monday to Friday and 0800 to 1600 hours Saturday and 45dB(A) at any other time.
 - (c) Noise exceedance activities must be agreed in writing with Meath County Council prior to the activity taking place and if approved communicated to noise sensitive receptors.

Reason: In the interest of protection of the amenity of adjoining properties.

10. (a) The applicant shall ensure all waste arising from the demolition of the existing property (including the septic tank) is removed from the site by an authorised carrier to an authorised facility.
- (b) The applicant shall ensure that all excavated material and all other waste material is undertaken in accordance with the Waste Management Act 1996, as amended. The applicant shall retain and make available for inspection all records relating to the movement, recovery or disposal of waste from the development site.
- (c) The applicant shall manage all waste streams during the construction and commissioning stage of the project in accordance with the DOECLG "Best Practice Guidelines on the Preparation of Waste Management Plans for Construction and Demolition Projects" (2006) and shall take cognisance of the current Regional Waste Management Plan in particular to the upper tiers of the Waste Hierarchy.
- (d) The applicant shall provide to the Local Authority, on completion of the works, a comprehensive report detailing the management of the all waste streams generated during the construction and commissioning stages of the project. This shall include but not be limited to type of waste streams, amount of each waste stream generated, destination of waste streams (including final destination if applicable), percentage of waste re-used, recycled, recovered and disposed, and prevention and minimisation initiatives undertaken.
- (e) Prior to the removal of the existing septic tank the applicant shall have all liquids and sludges from the tank removed by an authorised carrier to an authorised facility.

Reason: In the interests of sustainable waste management

11. (a) The applicant shall develop the Site Waste Management Procedures to make it site specific to the proposed development and ensure it complies with all relevant EU and National waste management legislation.
- (b) The applicant shall implement a source segregated, multiple bin system in non-processing/warehouse areas e.g. canteen, offices, locker rooms, etc. Waste receptacles shall be appropriately labelled and awareness about same communicated to staff.

Reason: In the interests of sustainable waste management

12. The applicant shall, during both construction and operational stages, maintain a Complaints Register to record any complaints regarding but not limited to noise, odour, dust, traffic or any other environmental nuisance. The Complaint Register shall include details of the complaint and measures taken to address the complaint and prevent repetition of the complaint.

Reason: In the interest of amenities and public safety.

13. All details of water supply and wastewater sewer connections to the infrastructure in the control of Irish Water shall be agreed with that Department.

Reason: In the interests of public health

14. Prior to the commencement of construction of the surface water drainage system, A) the applicant shall submit a detailed design for the Catchment 2 storm attenuation tank. Considering the high water table which exists on site and the poor level of infiltration available on site the attenuation tank shall be a water tight concrete structure. Upon completion of the construction of the concrete attenuation tank the applicant shall carry out a water tightness test on the structure which shall be witnessed and agreed by the Meath County Council Water Services Engineer. B) The revised outfall arrangement for Catchment 2 discharge of attenuated surface water shall include for a petrol interceptor and flow-limiting or hydro-brake device, the detail and design of which shall be agreed in writing with Meath County Council Water Services Section.

Reason: In the interests of public health

15. The mitigation measures as outlined in the Appendices and Compendium of Mitigation Measures to the Environmental Impact Assessment Report shall be implemented in full.

Reason: In the interest of proper planning and sustainable development.

16. Archaeological monitoring shall be carried out as per the following: A) The applicant is required to employ a qualified archaeologist to monitor all new ground works associated with the development that is proposed in this planning application. The archaeologist will implement the recommendations of the Archaeological Management Plan for the site with regard to the preservation in situ of sites already identified and the maintenance of the buffer zones around them. B) Should archaeological material be found during the course of monitoring, the archaeologist may have work on site stopped, pending a decision as to how best to deal with the archaeology. The developer shall be prepared to be advised by the Department of Culture, Heritage and the Gaeltacht with regard to any necessary mitigating action (e.g. preservation in situ, or excavation) and should facilitate the archaeologist in recording any material found. C) The Planning Authority and the Department of Culture, Heritage and the Gaeltacht shall be furnished with a report describing the results of the monitoring.

Reason: To ensure the continued preservation (either in situ or by record) of places, caves, sites features or other objects of archaeological interest.

17. (a) The applicant having agreed the final design of the proposed layout of works affecting the public road with the Planning Authority under Planning Ref: RA161021 shall complete these works in full to the agreed standards specifications. These works included inter alia agreement on the details of the final public lighting design, bus lanes, bus stops, pavement design and traffic controller and included for the provision of 2 sheltered bus stops (one located each side of the R147).
(b) Stage 2, 3 and 4 Safety Audits as per HD 19/15 of the DMRB (GE-STY-01024) shall be undertaken by the applicant.

- (c) A construction stage traffic management plan for all works being carried out under this permission shall be agreed with the Planning Authority prior to the commencement of development.
- (d) The applicant is required to have the final agreed main junction entrance and ancillaries constructed and commissioned before the facility becomes operational.
- (e) During construction all construction vehicles shall be parked on site. No parking by staff or other shall be permitted on the public road.
- (f) The applicant should note the statutory requirement to obtain the consent of the Road Authority before undertaking works or traffic management on the public road.
- (g) Prior to the occupation of any building the applicant shall submit a Workplace Travel Plan for the written agreement of the Planning Authority, which shall include measures to maximise the use of existing public transport facilities including details of the provision of a shuttle service to the M3 Parkway Rail Station and promote other sustainable modes of transport. A monitoring report shall be submitted to the Planning Authority on the first occupation of the development and further monitoring reports shall be completed and submitted to the Planning Authority on the third and fifth anniversaries of the first occupation of the development.

Reason: In the interests of traffic safety and to secure sustainable development patterns

18. The developer shall pay the sum of €3,255.50 to the Planning Authority as a contribution towards expenditure that is proposed to be incurred by the Planning Authority in the provision, refurbishment, upgrading, enlargement or replacement of surface water drainage infrastructure by the Council benefiting development in the area of the Authority, as provided for in the Contribution Scheme of Meath County Council adopted in accordance with the provisions of Section 48 of the Planning & Development Act 2000 – 2017. Payment of this sum shall be made prior to commencement of development.

The above sum shall apply until 31st December, 2017 and shall be subject to review on that date and to annual review thereafter unless previously paid. The contribution rates shall be updated effective from January 1st each year during the lifetime of the Development Contribution Scheme in accordance with the Wholesale Price Indices – Building and Construction (Capital Goods) published by the Central Statistics Office.

Reason: The provision of such surface water drainage infrastructure in the area by the Council will facilitate the proposed development. It is considered reasonable that the developer should contribute towards the cost of providing these services.

19. The developer shall pay the sum of €80,301.00 to the Planning Authority as a contribution towards expenditure that is proposed to be incurred by the Planning Authority in the provision, refurbishment, upgrading, enlargement or replacement of public roads and public transport infrastructure by the Council benefiting development in the area of the Authority, as provided for in the Contribution Scheme of Meath County Council adopted in accordance with the provisions of Section 48 of the Planning & Development Act 2000 – 2017. Payment of this sum shall be made prior to commencement of development.

The above sum shall apply until 31st December, 2017 and shall be subject to review on that date and to annual review thereafter unless previously paid. The contribution rates shall be updated effective from January 1st each year during the lifetime of the Development Contribution Scheme in accordance with the Wholesale Price Indices – Building and Construction (Capital Goods) published by the Central Statistics Office.

Reason: The provision of such roads and public transport infrastructure in the area by the Council will facilitate the proposed development. It is considered reasonable that the developer should contribute towards the cost of providing these services.

20. The developer shall pay the sum of €24,958.50 to the Planning Authority as a contribution towards expenditure that is proposed to be incurred by the Planning Authority in the provision and extension of social infrastructure (open spaces, recreational and community facilities, amenities and landscaping works) by the Council benefiting development in the area of the Authority, as provided for in the Contribution Scheme of Meath County Council adopted in accordance with the provisions of Section 48 of the Planning & Development Act 2000 – 2017. Payment of this sum shall be made prior to commencement of development.

The above sum shall apply until 31st December, 2017 and shall be subject to review on that date and to annual review thereafter unless previously paid. The contribution rates shall be updated effective from January 1st each year during the lifetime of the Development Contribution Scheme in accordance with the Wholesale Price Indices – Building and Construction (Capital Goods) published by the Central Statistics Office.

Reason: The provision of such social infrastructure in the area by the Council will facilitate the proposed development. It is considered reasonable that the developer should contribute towards the cost of providing these services.

Advice Note 1

The developer shall liaise with Irish Water in respect of connection to foul sewer and watermain.

Advice Note 2

House Extensions and Single Residential Units (urban and rural). Forward by e mail to planning@meathcoco.ie and shall include a cover letter outlining relevant compliance issues together with appropriate drawings in PDF format.

All other Planning Compliance. - Forward to Planning Compliance, Planning Department, Buvinda House, Dublin Road, Navan, C15 Y 291 and shall include a cover letter outlining relevant compliance issues together with a CD that includes all relevant maps and drawings in PDF format (high resolution).

Advice Note 3

A Fire Safety Certificate application is required under Part III of the Building Control Regulations for each individual building and/ or elements within the proposed development. Note: Fire safety issues

with regard to the design, layout and construction of the proposed buildings, as well as all proposed active & passive fire protection systems will be examined in more detail by the Fire Officer at the Fire Safety Certification stage.

Advice Note 4

An allowance may apply where development contributions have already been paid in respect of a previously permitted development on the subject site. Enquiries should be directed to the Planning Authority at 046-9097500

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Schedule of Conditions

1. The development shall be carried out and completed in accordance with the plans and particulars lodged with the application on 01/08/17 except as may otherwise be required in order to comply with the following conditions. Where such conditions require details to be agreed with the planning authority, the developer shall agree such details in writing with the planning authority prior to commencement of development and the development shall be carried out and completed in accordance with the agreed particulars.

Reason: In the interest of clarity.

2. (a) All of the environmental and construction mitigation measures set out in the Environmental Impact Assessment Report submitted on the 01/08/17 shall be implemented in conjunction with the timelines set out, except as may otherwise be required in order to comply with the conditions hereunder.
(b) All ecological avoidance measures shall be implemented in full and carried out in accordance with best ecological practice in consultation with statutory agencies (if necessary). A report on the implementation of these measures shall be submitted to the Planning Authority upon first operation of the development.

Reason: In the interest of orderly development and environmental protection.

3. The development shall comply with the conditions set out under planning reference numbers RA/161021, except where conditions hereunder specify

Reason: In the interests of the proper planning and development of the area.

4. Where there is a change to the materials and finishes to the buildings from that detailed in the planning application dated 01/08/17, details including samples, where deemed necessary, of the revised materials, colours and textures of all the external finishes to each component of the scheme shall be made available for the Planning Authority for its written agreement.

Reason: In the interest of orderly development and the visual amenities of the area.

5. The applicant shall develop the Construction Management Plan (CMP) submitted as part of the application; this document shall be treated as a live document for the duration of the project. The Applicant shall ensure that all staff personnel, whether full time on site or relevant staff visiting the site, are aware of the procedures within the CMP

Reason: In the interest of amenities and public safety.

6.
 - (a) The applicant shall not stockpile overburden material and topsoil within 30m of any watercourse.
 - (b) All refuelling shall take place in a designated refuelling area at least 30m from watercourses, details of same to be included in the Construction Environmental Management Plan (CEMP)
 - (c) All hydrocarbons, chemicals, oils, etc. shall be stored in a dedicated bunded area at least 30m from watercourses and capable of storing 110% of the container/tank capacity.
 - (d) The applicant shall ensure adequate supply of spill kits and hydrocarbon absorbent pads are stocked on site, during both construction and operational stage.

Reason: In the interests of public health

7.
 - (a) The applicant shall ensure all pumped ground water/dewatering waters are subjected to a settlement process.
 - (b) The applicant shall, during construction stage, collect foul water in a collection tank and remove off site by an authorised collector to an authorised facility.
 - (c) All tanks, either temporary or permanent, shall be bunded and capable of storing 110% tanks capacity.
 - (d) Oil interceptors shall be placed along the drainage system serving the hardstanding areas and subjected to annual maintenance, the records of same to be kept on site.

Reason: In the interests of public health

8.
 - (a) Dust emissions shall not exceed 350mg/m²/day.
 - (b) The applicant shall implement dust prevention/mitigation measures as detailed in Construction Management Plan and Section 10 of the EIAR.
 - (c) The applicant, contractor and sub-contractors shall endeavour to utilise low energy and low emissions vehicles and plant where possible.
 - (d) The applicant shall record and make available for inspection the actual construction vehicle and plant emissions to air.

Reason: In the interests of public health

9.
 - (a) The construction works shall be carried out in accordance with the noise guidance set out by BS 5228-1:2009 Code of Practice for Noise and Vibration Control on Construction and Open Sites and the NRA Guidelines for the treatment of Noise and Vibration in National Roads Schemes
 - (b) During the construction phase noise levels at noise sensitive locations shall not exceed 70dB(A) between 0700 to 1900 hours Monday to Friday and 0800 to 1600 hours Saturday and 45dB(A) at any other time.
 - (c) Noise exceedance activities must be agreed in writing with Meath County Council prior to the activity taking place and if approved communicated to noise sensitive receptors.

Reason: In the interest of protection of the amenity of adjoining properties.

10. (a) The applicant shall ensure all waste arising from the demolition of the existing property (including the septic tank) is removed from the site by an authorised carrier to an authorised facility.
- (b) The applicant shall ensure that all excavated material and all other waste material is undertaken in accordance with the Waste Management Act 1996, as amended. The applicant shall retain and make available for inspection all records relating to the movement, recovery or disposal of waste from the development site.
- (c) The applicant shall manage all waste streams during the construction and commissioning stage of the project in accordance with the DOECLG "Best Practice Guidelines on the Preparation of Waste Management Plans for Construction and Demolition Projects" (2006) and shall take cognisance of the current Regional Waste Management Plan in particular to the upper tiers of the Waste Hierarchy.
- (d) The applicant shall provide to the Local Authority, on completion of the works, a comprehensive report detailing the management of the all waste streams generated during the construction and commissioning stages of the project. This shall include but not be limited to type of waste streams, amount of each waste stream generated, destination of waste streams (including final destination if applicable), percentage of waste re-used, recycled, recovered and disposed, and prevention and minimisation initiatives undertaken.
- (e) Prior to the removal of the existing septic tank the applicant shall have all liquids and sludges from the tank removed by an authorised carrier to an authorised facility.

Reason: In the interests of sustainable waste management

11. (a) The applicant shall develop the Shire Waste Management Procedures to make it site specific to the proposed development and ensure it complies with all relevant EU and National waste management legislation.
- (b) The applicant shall implement a source segregated, multiple bin system in non-processing/warehouse areas e.g. canteen, offices, locker rooms, etc. Waste receptacles shall be appropriately labelled and awareness about same communicated to staff.

Reason: In the interests of sustainable waste management

12. The applicant shall, during both construction and operational stages, maintain a Complaints Register to record any complaints regarding but not limited to noise, odour, dust, traffic or any other environmental nuisance. The Complaint Register shall include details of the complaint and measures taken to address the complaint and prevent repetition of the complaint.

Reason: In the interest of amenities and public safety.

13. All details of water supply and wastewater sewer connections to the infrastructure in the control of Irish Water shall be agreed with that Department.

Reason: In the interests of public health

14. Prior to the commencement of construction of the surface water drainage system, A) the applicant shall submit a detailed design for the Catchment 2 storm attenuation tank. Considering the high water table which exists on site and the poor level of infiltration available on site the attenuation tank shall be a water tight concrete structure. Upon completion of the construction of the concrete attenuation tank the applicant shall carry out a water tightness test on the structure which shall be witnessed and agreed by the Meath County Council Water Services Engineer. B) The revised outfall arrangement for Catchment 2 discharge of attenuated surface water shall include for a petrol interceptor and flow-limiting or hydro-brake device, the detail and design of which shall be agreed in writing with Meath County Council Water Services Section.

Reason: In the interests of public health

15. The mitigation measures as outlined in the Appendices and Compendium of Mitigation Measures to the Environmental Impact Assessment Report shall be implemented in full.

Reason: In the interest of proper planning and sustainable development.

16. Archaeological monitoring shall be carried out as per the following: A) The applicant is required to employ a qualified archaeologist to monitor all new ground works associated with the development that is proposed in this planning application. The archaeologist will implement the recommendations of the Archaeological Management Plan for the site with regard to the preservation in situ of sites already identified and the maintenance of the buffer zones around them. B) Should archaeological material be found during the course of monitoring, the archaeologist may have work on site stopped, pending a decision as to how best to deal with the archaeology. The developer shall be prepared to be advised by the Department of Culture, Heritage and the Gaeltacht with regard to any necessary mitigating action (e.g. preservation in situ, or excavation) and should facilitate the archaeologist in recording any material found. C) The Planning Authority and the Department of Culture, Heritage and the Gaeltacht shall be furnished with a report describing the results of the monitoring.

Reason: To ensure the continued preservation (either in situ or by record) of places, caves, sites features or other objects of archaeological interest.

17. (a) The applicant having agreed the final design of the proposed layout of works affecting the public road with the Planning Authority under Planning Ref: RA161021 shall complete these works in full to the agreed standards specifications. These works included inter alia agreement on the details of the final public lighting design, bus lanes, bus stops, pavement design and traffic controller and included for the provision of 2 sheltered bus stops (one located each side of the R147).
(b) Stage 2, 3 and 4 Safety Audits as per HD 19/15 of the DMRB (GE-STY-01024) shall be undertaken by the applicant.

- (c) A construction stage traffic management plan for all works being carried out under this permission shall be agreed with the Planning Authority prior to the commencement of development.
- (d) The applicant is required to have the final agreed main junction entrance and ancillaries constructed and commissioned before the facility becomes operational.
- (e) During construction all construction vehicles shall be parked on site. No parking by staff or other shall be permitted on the public road.
- (f) The applicant should note the statutory requirement to obtain the consent of the Road Authority before undertaking works or traffic management on the public road.
- (g) Prior to the occupation of any building the applicant shall submit a Workplace Travel Plan for the written agreement of the Planning Authority, which shall include measures to maximise the use of existing public transport facilities including details of the provision of a shuttle service to the M3 Parkway Rail Station and promote other sustainable modes of transport. A monitoring report shall be submitted to the Planning Authority on the first occupation of the development and further monitoring reports shall be completed and submitted to the Planning Authority on the third and fifth anniversaries of the first occupation of the development.

Reason: In the interests of traffic safety and to secure sustainable development patterns

18. The developer shall pay the sum of **€3,255.50** to the Planning Authority as a contribution towards expenditure that is proposed to be incurred by the Planning Authority in the provision, refurbishment, upgrading, enlargement or replacement of surface water drainage infrastructure by the Council benefiting development in the area of the Authority, as provided for in the Contribution Scheme of Meath County Council adopted in accordance with the provisions of Section 48 of the Planning & Development Act 2000 – 2017. Payment of this sum shall be made prior to commencement of development.

The above sum shall apply until 31st December, 2017 and shall be subject to review on that date and to annual review thereafter unless previously paid. The contribution rates shall be updated effective from January 1st each year during the lifetime of the Development Contribution Scheme in accordance with the Wholesale Price Indices – Building and Construction (Capital Goods) published by the Central Statistics Office.

Reason: The provision of such surface water drainage infrastructure in the area by the Council will facilitate the proposed development. It is considered reasonable that the developer should contribute towards the cost of providing these services.

19. The developer shall pay the sum of **€80,301.00** to the Planning Authority as a contribution towards expenditure that is proposed to be incurred by the Planning Authority in the provision, refurbishment, upgrading, enlargement or replacement of public roads and public transport infrastructure by the Council benefiting development in the area of the Authority, as provided for in the Contribution Scheme of Meath County Council adopted in accordance with the provisions of Section 48 of the Planning & Development Act 2000 – 2017. Payment of this sum shall be made prior to commencement of development.

The above sum shall apply until 31st December, 2017 and shall be subject to review on that date and to annual review thereafter unless previously paid. The contribution rates shall be updated effective from January 1st each year during the lifetime of the Development Contribution Scheme in accordance with the Wholesale Price Indices – Building and Construction (Capital Goods) published by the Central Statistics Office.

Reason: The provision of such roads and public transport infrastructure in the area by the Council will facilitate the proposed development. It is considered reasonable that the developer should contribute towards the cost of providing these services.

20. The developer shall pay the sum of **€24,958.50** to the Planning Authority as a contribution towards expenditure that is proposed to be incurred by the Planning Authority in the provision and extension of social infrastructure (open spaces, recreational and community facilities, amenities and landscaping works) by the Council benefiting development in the area of the Authority, as provided for in the Contribution Scheme of Meath County Council adopted in accordance with the provisions of Section 48 of the Planning & Development Act 2000 – 2017. Payment of this sum shall be made prior to commencement of development.

The above sum shall apply until 31st December, 2017 and shall be subject to review on that date and to annual review thereafter unless previously paid. The contribution rates shall be updated effective from January 1st each year during the lifetime of the Development Contribution Scheme in accordance with the Wholesale Price Indices – Building and Construction (Capital Goods) published by the Central Statistics Office.

Reason: The provision of such social infrastructure in the area by the Council will facilitate the proposed development. It is considered reasonable that the developer should contribute towards the cost of providing these services.

Advice Note 1

The developer shall liaise with Irish Water in respect of connection to foul sewer and watermain.

Advice Note 2

House Extensions and Single Residential Units (urban and rural). Forward by e mail to planning@meathcoco.ie and shall include a cover letter outlining relevant compliance issues together with appropriate drawings in PDF format.

All other Planning Compliance. - Forward to Planning Compliance, Planning Department, Buvinda House, Dublin Road, Navan, C15 Y 291 and shall include a cover letter outlining relevant compliance issues together with a CD that includes all relevant maps and drawings in PDF format (high resolution).

Advice Note 3

A Fire Safety Certificate application is required under Part III of the Building Control Regulations for each individual building and/ or elements within the proposed development. Note: Fire safety issues

with regard to the design, layout and construction of the proposed buildings, as well as all proposed active & passive fire protection systems will be examined in more detail by the Fire Officer at the Fire Safety Certification stage.

Advice Note 4

An allowance may apply where development contributions have already been paid in respect of a previously permitted development on the subject site. Enquiries should be directed to the Planning Authority at 046-9097500

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03 MAR 2018

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Initials: _____

Planning Section
Meath County Council
County Hall
Navan
County Meath



Notification under Section 87(1E)(a) of the EPA Act 1992, as amended.

23rd February 2018

Reg. No. P1073-01

Dear Sir/Madam,

In accordance with the provisions of Section 87(1E)(a) of the EPA Act 1992, as amended, you are being notified that an application for a licence, to which Section 87 (1B)(b)(i) of the EPA Act 1992, as amended, applies, was received by the Agency on 17 March 2018. The details of the application are set out below:

- Name and address of applicant: Shire Pharmaceuticals Ireland, Piercetown, Dunboyne, County Meath, A86 HD21.
- Location of facility: Shire Pharmaceuticals Ireland, Piercetown, Dunboyne, County Meath, A86 HD21
- National Grid Reference: E701394 N745278
- Class and Nature of the Activity: 5.16 - The production of pharmaceutical products including intermediates.
- Relevant Inspector: Jennifer Cope
- Licence Application Reference No: P1073-01
- Planning Application Reference No: RA/170887
- Date planning permission granted: July 2017

A copy of the application, the Environmental Impact Assessment Report (EIAR) submitted by the applicant and associated correspondence are available for inspection by you on the Agency's website www.epa.ie.

In accordance with Section 87(1E)(a) of the EPA Act 1992, as amended, you are requested to respond to the Agency within 4 weeks of receipt of this notice with the following information:

1. State whether the activity to which the licence application relates is permitted by the grant of permission referred to above.
2. Furnish all documents relating to the EIA carried out by your authority in respect of the development or proposed development to which the grant of permission refers. Alternatively, where such EIA documents are available to view on your website, please provide the Agency with a list of the names of those documents and provide a link to their location on your website.



Grainne Oglesby

From: Grainne Oglesby
Sent: 23 March 2018 10:09
To: Meath County Council (Planning Section)
Subject: EPA Section 87(1E)a for response
Attachments: Section 87(1E)a notice for response.pdf

Dear Sir/ Madam,

Please find attached Section 87(1E)a notification for your response.
If you have any queries regarding this please do not hesitate to contact me on 053-9160686.

Kind regards,

GRAINNE OGLESBY,
PROGRAMME OFFICER,
ENVIRONMENTAL LICENSING PROGRAMME,
OFFICE OF ENVIRONMENTAL SUSTAINABILITY,
EPA,
JOHNSTOWN CASTLE ESTATE,
CO. WEXFORD
+353(0)53 9160600 | 6236 (internal) | g.oglesby@epa.ie

Environmental Protection Agency, Ireland - www.epa.ie

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3. Provide any observations your authority has in relation to the licence application.

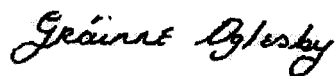
Where it is intended to submit additional documentation with your observations, it would be much appreciated if you could include an electronic copy of all documents in pdf format on a CD ROM in order to facilitate the publishing of your observations and attachments to the Agency's website.

Please note that a response to this notice is required even if you have no observations to make and your response will be taken into consideration in the assessment of the application.

All further information received on this licence application will be made available on the Agency's website.

The application is being processed by the Agency and your observations, if any, will be considered as part of the licence application assessment process. You will be notified of the proposed determination in due course.

Yours sincerely,



Gráinne Oglesby
Programme Officer
Environmental Licensing Programme
Office of Environmental Sustainability

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