ENVIRONMENTAL IMPACT ASSESSMENT REPORT

FOR AN

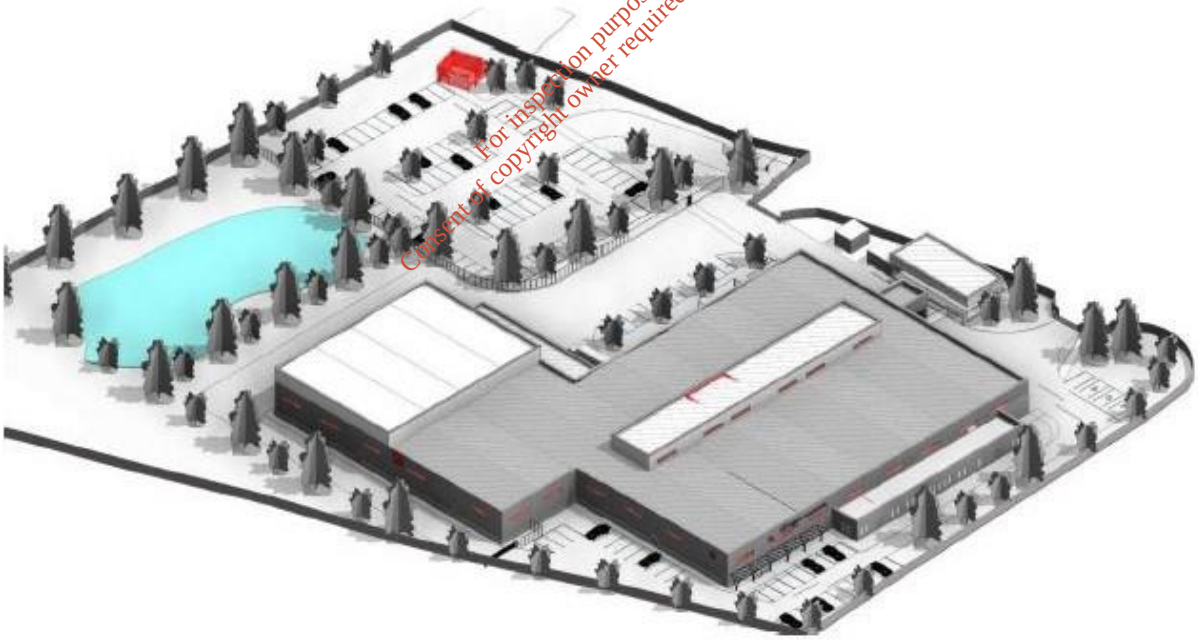
EPA Industrial Emissions Licence Application

AT

Ashbourne Industrial Estate

Ashbourne

Co. Meath



On behalf of

Dublin Aerospace Ltd

EIAR Non-Technical Summary (NTS)

Volume I

TABLE OF CONTENTS

TABLE OF FIGURES

1 INTRODUCTION

Dublin Aerospace Limited (hereinafter DAL) is applying for an Industrial Emissions Licence from the Environmental Protection Agency (EPA) in respect of proposed activities to be carried out at Ashbourne Industrial Estate, Ashbourne, Co. Meath, A84 ND23.

An Environmental Impact Assessment Report (EIAR) is an assessment and analysis of potential impacts on the receiving environment that may arise as a result of the Proposed Development. This EIAR has been prepared for DAL and supports the Industrial Emissions Licence application which is being submitted to the EPA.

This Non-Technical Summary (NTS) describes the Proposed Development, the Environmental Impact Assessment (EIA) process and summarises the key environmental impacts arising from each of the environmental assessments carried out by a panel of experts in accordance with best practice. The environmental assessments involved desktop studies, site visits, surveys and site-specific investigations. The NTS also outlines the mitigation and monitoring measures proposed along with a list of any residual impacts that may occur from the proposed development.

2 Overview of the Proposed Development

The proposed site is a former EPA licenced facility in the name of Polyglass Limited, Ashbourne Industrial Estate, Ashbourne, Co Meath whose licence was surrendered on the 25th April 2008 (Integrated Pollution Control Licence P0237-01). The site consists of a standalone industrial unit that has been vacant for several years. DAL have purchased the unit and intend to upgrade the facility in order to relocate its existing operations from Hangar 1 in Dublin Airport (P0480-02) to (formerly Polyglass Ltd) Ashbourne Industrial Estate Co. Meath. The proposed works consist of re-fitting and refurbishment of the existing industrial premises to make it suitable for its intended use. The existing unit, when re-developed will be an aircraft landing gear overhaul and maintenance facility operated by DAL. Planning permission was received for the development from Meath County Council on the 23rd September 2019, planning reference AA/190803.

The operation of landing gear overhaul, consists of the renovation of used landing gear from various airlines, disassembling, stripping the gear down to its components, removing existing finishes to leave bare metal, subsequent inspection of components for damage, such as metal fatigue, repairing any damage identified, and finally, the reapplication of the protective and functional finishes.

The individual refurbished components are then reassembled/certified and shipped back to the customer.

DAL received planning permission for this proposed development on the 23rd September 2019, from Meath County Council, planning reference AA/190803.

DAL now intends to apply for an Industrial Emissions Licence from the EPA. DAL has a current EPA licence, (Register Reference P0480-02) for their facility at Dublin Airport, and intends to apply to the EPA to move the following activities from Hangar 1 Dublin Airport to the facility in Ashbourne Co. Meath:

> *12.2.2 The manufacture or use of coating materials in processes with a capacity to make or use at least 10 tonnes per year of organic solvents, and powder coating manufacture with a capacity to produce at least 50 tonnes per year, not included in paragraph 12.2.1.*

12.3 The surface treatment of metals and plastic materials using an electrolytic or chemical process where the volume of the treatment vats exceeds 30 m^3.

3 Site Description

The location of the proposed development is to the northwest of Ashbourne Town Centre. The site is accessed via an existing established industrial estate road. It is situated approximately 2.8km north east of Ratoath, a large town on the R125 and R155 in County Meath. Garristown is a smaller settlement and approximately 5km to the northeast of the subject site, and Rolestown lies approximately 8km to the southeast of the site.

The location of the proposed development is within the Ashbourne Industrial Estate. This industrial estate is already established. The proposed site was formally used as an industrial facility which was previously operated by Polyglass Limited (and Licensed by the EPA - Integrated Pollution Control Licence P0237-01). This facility has been disused for several years.

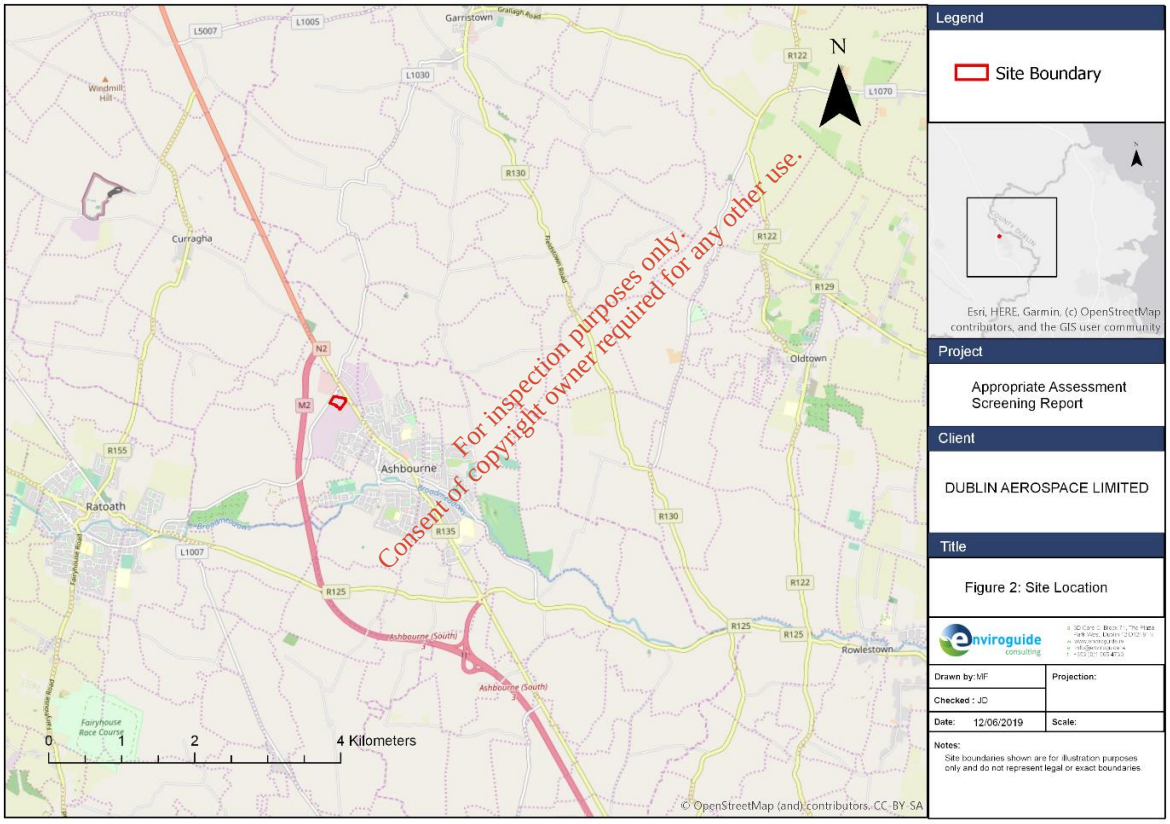


Figure 3-1: Location of the Proposed Development

The site is 2.27 hectares in area, and contains a single industrial building of 5,674m². The industrial building is constructed of concrete and metal clad which is typical of other industrial buildings within Ashbourne Industrial Estate. The R135 lies 0.08km to the north/north west of the site, and the M2 lies 0.36km west of the site.

Ashbourne Industrial Estate and the wider area lie in the Eastern River Basin District. The area is underlain by 'Dinantian Upper Impure Limestone' and the subject land is located within the 'Lusk-Bog of the Ring' groundwater body. The overall status of this waterbody is 'Good'. The site area is located on a locally important aquifer with groundwater vulnerability in the area listed as Moderate.

The facility is surrounded by industrial and commercial units to the north, south and east although it is screened by tall trees to the east. The Ballybin Road runs to the west of the facility and to the west of that there is a mixture of agricultural land and a large commercial development.

Figure 3-2 Site Layout

4 Environmental Impacts

The potential Environmental Impacts of the Proposed Development during both the Construction and Operational Phases are addressed in this EIAR under the following headings as prescribed under the EIA Directive;

- Population and Human Health
- Biodiversity
- Land and Soils
- Hydrology
- Air Quality and Climate
- Noise and Vibration
- Landscape and Visual Amenity
- Archaeology, Architecture and Cultural Heritage Material Assets
- Traffic
- Landscape

In addition, interactions between the factors are examined and a programme of mitigation and monitoring measures are set out.

4.1 Population and Human Health

Human beings are one of the most important elements of the 'environment' to be considered. One of the principal concerns in any proposed development is that the local population experiences no reduction in the quality of life as a result of the proposed development on either a permanent or temporary basis.

The impacts of the proposed development on the Population and Human Health were examined. The chapter specifically focuses on Population, Employment, Travel, Local Amenity and Human Health. Human health is also addressed in the interactions and mitigations chapter which details the expected effects on air quality and climate, noise and vibration and traffic.

The construction phase related activities are so limited that they are not considered to have the potential to impact the local population. Construction phase mitigation measures are not considered to be necessary.

The operational phase related activities have the potential to positively impact the local population by the creation of new employment. Approximately 63 jobs will be created during the operational phase of the development. The operational phase will result in a change in the current land use and a potential to increase baseline noise. However, due to the location of the proposed development within an existing industrial estate, the noise is not considered to cause disturbance to the local residents. There will be no long-term negative impacts during the operational phase of the proposed development. No mitigation measures are considered necessary for the operational phase of this proposed development.

The assessment concludes that the proposed development will provide employment which will be a positive effect for the local area and will provide a significant positive impact to the overall economy of the local area through indirect socioeconomic benefits to local services including local shops, service stations, cafes and restaurants.

There will be no negative impacts or effects on Population and Human Health, during both the Construction and Operational Phases.

4.2 Biodiversity

An ecological assessment was completed to assess the potential effects of the proposed development on habitats and species; particularly those protected by national and international legislation or considered of particular nature conservation importance.

Field surveys were conducted by a consultant ecologist in May 2019 to establish the ecological features and resources of the site, particularly any rare or protected species and habitats present within the study area or in the greater surroundings.

No rare or protected mammal species were directly recorded during site surveys. The habitats within the project site are of little value for mammals. There is a potential habitat for hedgehog along the hedgerows bordering the east of the project site. No badger setts were recorded during the site survey, and it is considered unlikely that there are active badger setts in the vicinity.

There are no watercourses or areas of woodland within the project site or immediate area. There is therefore little or no potential habitat for hare, otter, pine marten, red squirrel, pygmy shrew or stoat within the proposed development site. However, the drainage ditch located adjacent to the south boundary of the project site could potentially ultimately link to the Broadmeadow River which does offer suitable habitat for otter.

No mammals of conservation concern were recorded within the proposed development site. The loss of habitats within the site as a result of the proposed development will likely have a negligible impact on mammals of conservation concern, due to the low value of these areas.

Six species of bat have been recorded within 10km grid squares which encompass the proposed development site. There are no records of bats for the surrounding 1km grid square O0553.

Birds species recorded during a site visit in May 2019 were Wren, Dunnock, Chaffinch and Woodpigeon. No birds in danger of extinction, rare birds or vulnerable birds were noted. There line of Leylandii are of low value to breeding birds.

The proposed development will result in the loss of a small section of amenity grassland and this habitat is not considered to be of conservation value and the loss will not have a negative impact on local biodiversity. It is proposed to keep the treeline.

Noise generated during the construction phase has the potential to cause disturbance to mammals in the locality, however the general surrounding of the project is developed industrial and, as such, a significant presence of mammals would not be expected.

Overall, the proposed development will not result in the loss of potential commuting and foraging habitat for locally occurring bats. Due to the treeline being kept intact post development and during operation. The impact of the proposed development on roosting, foraging and commuting bats is therefore considered to be negligible.

Therefore, the impact of the proposed development on the bird assemblage is considered to be slight. However, any clearance of vegetation, if deemed necessary at a later date, should be completed outside of the main breeding season, i.e. 1st March to 31st August, in compliance with the Wildlife Act 2000.

Following implementation of mitigation, the proposed development will result in no significant residual impacts.

4.3 Soils & Geology & Hydrogeology

An assessment of the site of the proposed development at Ashbourne Industrial Estate, Ashbourne, Co. Meath on the existing soils, geology and hydrogeology environment was carried out using data collected from a detailed desk study. A site walkover and survey were undertaken by Enviroguide Consulting in July 2019 to identify the soil and geological features at the site. These works provided information on the baseline soils and groundwater conditions within the proposed development site and provided geotechnical input to the proposed design.

The geology encountered at the proposed development site comprised the following:

- Lacustrine type soils
- Made Ground - derived from made/build land.

The site buildings were constructed on a greenfield site in the early 1980s. The subject site is currently unoccupied and has been since cessation of activities in 2006. An Environmental Exit Audit Report (P0237-01) was completed as part of to Polyglass Ltd's cessation of operations at the site. According to the report there were no reported historical releases of chemicals or fuels to soils, groundwater, surface water or wastewater systems associated with Polyglass Ltd activities at the site. In addition, there were no reported fires, flooding, or

historical burial of waste material on-site. According to the Environmental Exit Audit Report (P0237-01) no known soil investigations have been undertaken at the site previously.

According to Environmental Exit Audit Report (P0237-01), there was some contaminated soil present on decommissioning the former Polyglass Ltd site. This contaminated soil was removed, and subsequent disposal dockets forwarded to the EPA as part of the process of surrendering the licence for the site

The potential effects of the proposed development on the geological/hydrogeological environment include the following:

Construction Phase

The impacts during the construction phase and are primarily related to the excavation of soil which will be minimal (installation of attenuation areas). Proposed mitigation measures include:

- Controlled excavation of soil and appropriate management under the Waste Management Act;
- Reuse of subsoil on site or for other projects where possible;
- Good housekeeping on the project to mitigate against the risk of any spills and reduce impacts associated with dust and nuisance dirt;

Operational Phase

The impacts during the operational phase are primarily related to runoff from external hardstand areas which may contain minor concentrations of hydrocarbons associated with vehicle movements and parking at the facility. DAL will be applying for an Industrial Emissions licence and will ensure all conditions will be complied with. Proposed mitigation measures include the installation of a petrol/oil inceptor to be installed along the surface water collection network.

A suite of mitigation measures are proposed,and when implemented the residual impacts on the soil and geological environment during the operational phase are assessed to be 'long-term' and 'negligible'.

4.4 Hydrology

An assessment of the potential impact of the proposed development on receiving water environment including hydrology and hydrogeology was completed. The existing hydrogeological and hydrological regimes present at the site were identified. The appropriate mitigation measures to minimise any potential impacts on the hydrogeological and hydrological regimes are also identified.

A site walkover and survey were undertaken in July 2019 to identify hydrological and hydrogeological features at the site. A desk-based study was also undertaken which included a review of available information from a number of sources detailed in the

The site is located within the River Sub Basin of the Dunshaughlin Stream (EU Waterbody Code: IE_EA_08D030300; EPA code: 08D03) which is mapped to have a catchment area of approximately 14.9km^2.The Dunshaughlin Stream is within the sub-catchment of Broadmeadow River and falls within the Nanny Delvin Catchment. The Dunshaughlin Stream is located c.0.8km south of the project site. The Dunshaughlin Stream is mapped by the EPA

as flowing in an easterly direction prior to its meeting with the Broadmeadow River approximately c.0.6km downstream of the site. The Broadmeadow River eventually flows into Malahide Estuary c.14km downstream.

Based on the groundwater vulnerability rating for the site, it is considered that the groundwater body underlying the site would be at a moderate risk from potential contamination at the surface.

There are 10 no. groundwater supply wells and springs recorded within a 2km radius of the site. There are no groundwater source protection areas within the site and the closest is the source protection zone for the Curragha source located 2.5km northwest of the site boundary.

There is also a groundwater well on-site, which is part of the original Polyglass Ltd. facility infrastructure. It is understood that during decommissioning of the Polyglass Ltd. facility that the on-site groundwater well was secured to protect the groundwater beneath the site.

The subject site has been unoccupied since 2006. Therefore, while connections remain present, there is no current discharges to sewer from the facility.

Foul water flows from the existing building drain via gravity to a foul water pump station located within the site boundary. The exact connection point from the pump station into the public foul water sewer is currently unknown.

Surface water runoff currently exits the site unrestricted and unattenuated.

The flood risk assessment for the site was undertaken in accordance with the *2009 DEHLG/OPW Guidelines on Flood Risk Management* by EirEng. EirEng determined that *the site is not considered to be at risk of flooding*. The report concluded that the *site is located within the Flood Zone C based on the fact that there is a low risk of tidal, fluvial, pluvial and groundwater flooding. Under the Planning Guidelines the site is therefore suitable for development of commercial and residential land uses.*

During the construction and operational phase of the proposed development:

- There shall be no discharges from facility operational processes to surface water.
- There shall be no discharges to groundwater from facility operational processes.
- All wastewater from the facility shall be directed to Irish Water public sewer
- The existing foul water network will be made redundant as part of the proposed works and replaced with a new gravity foul drainage network.
- All process water emissions to sewer will go through an oil interceptor before final discharge.

During the construction phase of the development surface water runoff may become silt laden or contaminated with exposed soils and stockpiling of excavated soils. Runoff/recharge during the construction phase may contain hydrocarbons associated with vehicle movements during construction activities. Runoff during the construction phase may also contain cementitious material. The increased silt content in runoff has potential to degrade local surface water quality. However, the proposed construction activities will be limited on site.

The proposed development shall not result in any significant increase and the underlying groundwater aquifer shall not be negatively impacted. Most of the site is covered by

hardstanding as such the risk to groundwater is considered to be imperceptible under normal facility operations.

During the operational phase of the proposed development runoff from external hardstanding areas may contain minor concentrations of hydrocarbons associated with vehicle movements and parking at the facility. A petrol/oil inceptor is proposed to be installed along the surface water collection network to mitigate against the risk of hydrocarbons discharging to public surface water sewer and surface waters during construction activities.

It is considered that there shall be a slight impact to the public foul sewer network associated with increased volumes of effluent to be treated as a result of the proposed development. Facility operations have been designed to minimise discharge volumes and contaminant loadings to sewer. This includes the use of filtration systems and proposals for offsite disposal of hazardous process wastes.

The handling of source material (hazardous materials, chemicals and solvents) and their resultant wastes pose the risk of accidental spillages and leaks which have the potential to contaminate ground, surface water, groundwater and foul sewer. The majority of the site is covered by hardstanding as such the risk to groundwater is considered to be slight. In the event of an accidental spillage or leak at the facility, there would be a potential impact to surface waters and foul sewer. Accordingly, pollution prevention controls/ mitigation measures have been recommended in the event of an unplanned event at the facility.

Mitigation measures proposed within this EIAR will ensure there is no impact on surface water.

4.5 Noise & Vibration

The likely noise and vibration impacts associated with the proposed development by DAL have been evaluated, considering changes that are likely to impact the surrounding environs was carried out.

'Quiet Area Screening' was completed for the proposed development site location. Due to the location of the proposed development, within an industrial estate and within 1km of the N2 roadway and within 1km of the M2 motorway, a low background noise would not be predictable, and therefore not considered to be a 'Quiet Area'.

A Noise Sensitive Location (NSL) was identified, approximately 75m west of the proposed developments boundary. This is the only dwelling near the facility. This identified NSL is located between the proposed development and the M2 motorway. The dwelling house (NSL 1) is located approximately 270m to the M2 motorway which was identified as having noise levels of greater that 75dB during daytime hours.

The construction phase of the proposed development will consist of modification and refurbishment of an existing facility to make it suitable for the intended use. There is potential for some noise emissions as a result of the construction phase.

Construction noise is noise that arises from an activity at a construction site that includes:

- site preparation work, and building maintenance or repair work; and
- the operation of vehicles within, entering or leaving a construction site; and
- any activities at, or within the immediate vicinity of a construction site, of persons who perform work at the site, or activity connected with work at the site.

As the construction phase of this development will be limited, it is considered that the impact of noise from the construction phase will be short term and negligible. Construction hours will

be limited to conditions of planning as set down by the planning permission granted by Meath County Council. No other mitigation measures are considered necessary for the construction phase.

The operational phase of the proposed development will involve the operation of an aircraft maintenance facility. The proposed process will be fully enclosed within the facility buildings.

Two pieces of noise generating equipment will be housed outside of the main building – the air handling unit (AHU) and compressor. The operation of the AHU and the compressor onsite are not considered to generate any significant noise.

The EPA Guidance Note for Noise: Licence Applications, Surveys and Assessments in Relation to Scheduled Activities (NG4) 2016 specifies the following noise limits:

- Daytime (07:00 to 19:00hrs) – 55dB LAr,T;
- Evening (19:00 to 23:00hrs) – 50dB LAr,T;
- Nighttime (23:00 to 07:00hrs) – 45dB LAeq, T.

It is likely that these limits will be applied to a new licence that will be issued for DAL as part of an Industrial Emissions licence application. DAL will be obliged to ensure that these limits are complied with. Noise monitoring will be carried out at frequencies as required by licence conditions to ensure that these emission limits are not being exceeded as a result of on-site operations.

All machinery and equipment used at the proposed development will be used and maintained in accordance with the manufacturer's instructions to ensure vibrations or wearing of parts do not cause any unnecessary noise impact. All staff will be trained in the correct use of such equipment.

No traffic routes are predicted to experience increases of more than 25% in total traffic flows during the operational phase and therefore no detailed assessment is required as per the DMRB Guidelines.

4.6 Air and Climate

An assessment of the potential impact on the existing air environment was carried out by Enviroguide Consulting for the proposed development site.

The assessment was carried out taking cognisance of appropriate national guidelines and standards for EIA using data collected from a detailed desk study and the Air Model carried out for the Proposed Development. A desktop study was carried out which provided information on the baseline conditions at the proposed development site and the receiving environment in relation to air. A detailed assessment of the potential impacts was undertaken, and appropriate mitigation measures were identified to reduce the potential impact associated with the proposed development.

The potential impacts of the proposed development on the receiving environment include:

- The emissions to air of dust;
- The emission to air of nitrogen dioxide;
- The emission to air of volatile organic compounds;
- The emission to air of particulates and
- The emission to air of carbon monoxide.

These potential impacts are associated with the coating, cleaning and spray-painting processes of the proposed development as well as potential dust emissions during refurbishment.

Any potential significant impacts related to the construction and operational phases of the proposed development can be mitigated against.

The proposed development will not have significant impacts once the mitigation measures outlined in this EIAR are implemented. During the construction phase, the impacts from waste will be short term and not significant. During the operational phase the impacts from waste will be long term but not significant due to adequate control measures. Modelling of the air emissions has predicted that all emissions will be within the guideline limits set for human health.

4.7 Material Assets

An assessment of the potential impacts of the proposed development on Material Assets including built services and infrastructure was completed comprising the following;

- Local Settlement;
- Built Services and infrastructure (electricity, water, gas, telecommunication supply, surface/ storm water and foul water (sewerage)); and
- Waste Management.

The scope of work undertaken for the assessment included a desk-based study of material assets, namely built services and infrastructure associated with the existing site and the proposed development. The construction and operational phases of the proposed development were considered in the assessment of potential impacts on material assets.

The subject site has been unoccupied since 2006. Therefore, while connections remain present, there is no current water, electric or gas usage at the site or discharges to sewer from the facility. Foul water flows from the existing building are drained via gravity to a foul water pump station located within the site boundary. Surface water runoff currently exits the site unrestricted and unattenuated. The subject site is currently unoccupied and therefore no waste is generated at the facility.

4.7.1 Local Settlement

The original industrial facility was operational since the 1980s. Any impact on property prices was eliminated on initial operation of the original facility. There are numerous industrial facilities located in the surrounding local area. It is therefore unlikely that the proposed re-fitting and refurbishment of the existing established industrial premises at the project site will further impact on property prices given the extent of this type of development in the wider area.

During the operational phase of the proposed development, it is unlikely that proposed operations at the facility will further impact on property prices given the extent of this type of industrial development in the wider area.

4.7.2 Built Services & Infrastructure

The subject site does not require any changes to the existing electricity supplies, water or telecommunications in the area. The refurbishment of the facility shall include renewal/ replacement of existing on-site services and utility infrastructure i.e. pipework, cabling and collection networks with connection of these to existing supplies / collection networks to/from the site. During reconnection of replaced services, namely electricity, there may be temporary short-term outages in the local area.

The power, telecommunications and water demand during the construction phase of the facility are considered to be imperceptible. Effluent and sanitary waste generated during the

construction works shall give rise a slight increase in loading to the existing foul drainage network.

Surface water runoff flows have the potential to be impacted during earthworks and changes to ground conditions. In addition, surface water runoff may become silt laden or contaminated associated with earthworks and vehicle movements during construction activities.

During the operational phase of the proposed development it is considered unlikely to have a significant impact on built services and infrastructure in the area. The newly replaced on-site services and utility infrastructure shall ensure the future integrity of these services and reduce the risk of leaks. The proposed surface water drainage network will significantly improve the surface water management of the site, and will have a slight, positive impact on the surface water collection network.

The power, telecommunications and water demand during the operation of the facility are considered to be imperceptible. The increased loading and nature of the discharge to the foul sewer (to include process water and sanitary water) is likely to result in a slight impact on the Irish Water foul sewer collection network.

4.7.3 Waste Management

There shall be minimal waste generated during the construction phase of the proposed development. Construction phase wastes shall largely include construction and demolition wastes including soil and stone excavated during the installation of site services and utilities, and concrete, brick, metals, wood and plastic from demolition of the ESB station and sprinkler system pump house. Small quantities of surplus construction materials e.g. off-cuts etc. are likely to be generated during construction. In addition, various packaging waste will arise for construction material and equipment deliveries to site. Construction waste has the potential to cause litter generation locally. Appropriate waste classification will ensure waste is handled in a suitable manner and avoid disposal to landfill, where possible. Mitigation measures are proposed to minimise impacts resulting from waste generation and storage on site.

During the operational phase of the proposed development, hazardous and non-hazardous waste materials shall be generated at the facility. Wastes shall include materials stripped from aircraft parts, products and solvents used in the stripping and refurbishment processes, in addition to by-products of these process e.g. batteries, oils and lubricants, etc. Municipal waste will also be generated from the site offices and canteen.

All wastes generated on site shall be stored in appropriate containers prior to being sent for recycling, recovery or disposal to a suitably licenced or permitted waste contractor in compliance with the conditions of planning for the proposed development and the EPA proposed industrial emissions licence for the facility.

Assuming implementation of the mitigation measures proposed there will be no significant residual impacts.

4.8 Archaeology and Cultural Heritage

An assessment of the baseline Archaeological, Architectural and Cultural Heritage conditions of the surrounding environment for the proposed development was completed, in order to determine any significant impacts that may arise as a result of the development and highlight any potential effects this may have on these resources.

The assessment involved a desktop study / paper survey which considered all available archaeological, architectural, historical and cartographic sources. This information was used

in order to assess any potential impact on the receiving environment and to identify measures to ensure the conservation of any monuments or features.

There are 23 national monuments are located within 2km of the proposed development site. There are 4 protected structures located within the vicinity of the proposed development.

- Church of the Immaculate Conception; RPS No MH045-100;
- Parish Hall; RPS No MH045-101;
- Killegland Cemetery; RPS No MH045-102 and;
- Brindley Testimonial; RPS No MH045-103.

The desk-top study contained in this report have concluded that there are no recorded monuments, places or structures on or in the immediate vicinity of the subject site.

The construction phase of the proposed development will consist of modification and refurbishment of an existing facility (former Polyglass Building) to make it suitable for the intended use, subsequent planning has been granted by Meath County Council, planning reference AA/190803. As the construction phase of this development will be limited to the refurbishment of an existing unit no demolition work or site preparation work will be taking place. This will not have any negative impact on the identified archaeology and cultural heritage features.

The operational phase of the proposed development will involve the operation of an aircraft maintenance facility. The proposed process will be fully enclosed within the facility buildings. The existing unit, when re-developed will be specifically an aircraft landing gear overhaul and maintenance facility operated by DAL. This will not have any negative impact on the identified archaeology and cultural heritage features.

There will be no significant residual impacts in the context of Archaeological and Cultural heritage for the proposed development.

4.9 Landscape and Visual

The effects of the proposed development on the landscape and visual amenities of the area was assessed. The subject site is within the confines of the established Ashbourne Industrial Estate, located to the Northwest of Ashbourne Town Centre. The subject land measures c.2.11 hectares, with a single industrial building of 5,908m² concrete and metal clad, typical of other industrial buildings within Ashbourne Industrial Estate.

The purpose of the landscape and visual assessment was to evaluate the existing landscape character of the site and surroundings, to assess the visual impact of the proposed development and to identify landscape designations and planning policies that may concern the subject site and its environs.

The assessment has been undertaken with regard to the relevant guidelines for landscape and visual assessment, including the Draft Environmental Protection Agency *Guidelines on t*he *Information to be Contained in Environmental Impact Assessment Reports* (EPA, 2017).

The construction phase of this proposed development is essentially an upgrade of the existing facility in order to make the building suitable for use by DAL. The construction works proposed are minimal and will not create any significant visual impacts.

The existing unit, when re-developed will be specifically an aircraft landing gear overhaul and maintenance facility operated by DAL. The operation of landing gear overhaul, consists of the renovation of used landing gear from various airlines, disassembling, stripping the gear down

to its components, removing existing finishes to leave bare metal, subsequent inspection of components for damage, such as metal fatigue, repairing any damage identified as required and finally, the reapplication of the protective and functional finishes. The individual refurbished components are then reassembled/certified and shipped back to the customer; thus, in essence, the facility is for the service and maintenance of aircraft landing gear assemblies/components. All of the facility operations will be carried out indoors and will not impact on the visual amenity.

Given that this is an existing facility and that it is well constructed and blends in well with its environments, it is not recommended that any significant changes take place. It is recommended that the entire site be screened by planting a native hedgerow behind the palisade fence. This combined with the green fence itself and the green cladding used on the taller elements of the building will ensure that the visual impact is maintained at its current low level.

As the construction phase, as described above will be carried out within the confines of the site and will be of a short duration, it is not anticipated that this phase will have any negative impact on the Landscape and Visual impact of the project.

During the operational phase all activities will be carried out indoors and as such will have no influence on the visual impact of the facility.

No mitigation measures are proposed. No residual impacts in the context of landscape and visual impact are anticipated with regard to this project.

4.10 Traffic

An assessment of Traffic Generation of the proposed development was carried out by NRB Consulting Engineers Ltd in May 2019. This Traffic Generation Assessment was carried out based on the Industry Standard, Trip Rate Information Computer System (TRICS) Database.

The site of the proposed development is located within the Ashbourne Industrial Estate. There is currently one main access point to the site. This access point is on the Ballybin Road, located off the main R135 road which is linked to the N2 and M2 road networks close by. Both the N2 and M2 road networks are located within 1.5km of the proposed development. The Ballybin Road continues on as far as Ratoath village

The site is accessed via an existing established industrial estate road. An access to the new main car park is to be created from the end of this estate road, remote from the public road, which allows separation of cars and any delivery traffic. The operation typically generates only one HGV delivery and one collection of aircraft parts per week with two standard size van deliveries of supplies per week and infrequent refuse collection.

The proposed development will have a total of 63 staff. The proposed working day is 07:00H–16:00H, which is clearly outside the traditional commuter peak period and therefore has a reduced road impact. The proposed working practices and requirements also include a 'late shift' with approximately 10-12 staff (from the total 63) who will work on rotation every week. This 'late shift' runs from 11:00H-20:00H again outside the traditional commuter peak period. It is expected that the current workforce will expand.

The proposed development is supported by 127 parking car parking spaces, which is considered more than adequate for current staffing, operational and visitor requirements, but which will also ensure that there will not be over-spill parking onto the local roads. The proposed parking is also considered appropriate to accommodate workforce expansion.

The construction phase traffic associated with the proposed refurbishment of the established industrial unit will be negligible and unnoticeable and will be consistent with the established permitted use of the site.

The operational phase of this proposed development by DAL is located within the heart of a long-established industrial estate, replacing a similar facility on a like-for-like basis. In these terms, the refurbishment for an alternative end-user is considered most unlikely to generate significantly different traffic than the established committed and permitted use.

Based on traffic assessments completed by NRB Consulting Engineering Ltd, it is concluded that the traffic impact of the proposed development will be negligible and unnoticeable and will be consistent with the established permitted use of the site. The existing site access points will remain unchanged following implementation of the proposed development.

The parking that will be provided is in line with the Meath County Development Plan standards and is appropriate for the operational requirements and will be sufficient to cater for future growth.

Construction phase mitigation measures are not required to accommodate the development, with regard to the capacity of the road network and key junctions during the construction/ refurbishment phase of the proposed development.

Operational phase mitigation measures are not required to accommodate the development, with regard to the capacity of the road network and key junctions during the operational phase of the proposed development.

The transport assessment undertaken for this EIAR demonstrates that there will be no detrimental impacts on the public road network in the vicinity of the site due to the proposed development and is therefore in accordance with the proper planning and sustainable development of the area. There will be no residual impacts.

4.11 Risk Management

Risk is an important elements to be considered as part of any development. It is critical that any project is screened against potential risks which it might encounter and/or impose on the nearby environment during its construction and operational phase. The proposed development has been screened against a list of national risks published by the Department of Defence in 2017, the list comprises of civil, natural, transportation and technological risks. In addition, the project has also been screened against the risks of building fire, radon gas and building failure.

The method of risk screening included review of Environmental Impact Assessment Reports (EIAR) of other disciplines, general risk assessment methods and consultations with the project design team. The EIAR chapters have also identified standard mitigation measures to be implemented to reduce the risk of the development on the nearby environment.

The proposed development was not found to be located in the floodplain of a river nor located in close proximity to the coast so as to make it vulnerable to coastal flooding, it is also not vulnerable to groundwater and pluvial flooding.

The mitigation measures identified in the EIAR will ensure to minimize the risk posed by and to the proposed development during the construction and operational phase.

4.12 Interactions

The construction, operational and cumulative impacts of the proposed development have been assessed within each chapter of the EIAR. In practice many impacts have slight or subtle interactions with other disciplines.

When considering interactions, the assessor has been vigilant in assessing pathways – direct and indirect – that can magnify effects through the interaction or accumulation of effects – for instance the potential for cumulative significant effects to arise from multiple non-significant effects.

The EIAR concludes that most inter-relationships are neutral in impact when the mitigation measures proposed are incorporated into the design or operation of the proposed development in line with the proposed EPA licence for the site.

4.13 Mitigation and monitoring

Mitigation and monitoring measures of the EIAR, include a description of measures envisaged to avoid, prevent, reduce or, if possible, offset any identified significant adverse effects on the environment and, where appropriate, of any proposed monitoring arrangements for the proposed development.

The extent, to which significant adverse effects on the environment are avoided, prevented, reduced or offset where possible were reviewed and both the construction and operational phases of the proposed development were covered.

Residual impacts have been included and detail impacts that remain once mitigation has been implemented or impacts that cannot be mitigated. It is considered that once the mitigation measures discussed in the EIAR are employed, the potential for residual impacts on the environment is negligible.

The company are applying to an Industrial Emissions Licence which includes a detailed monitoring programme for all emissions relating to the development.

4.14 Glossary of Terms Used

C&D – Construction and Demolition
EIAR – Environmental Impact Assessment Report
EPA – Environmental Protection Agency
GSI – Geological Society of Ireland
IE – Industrial Emissions
WFD – Water Framework Directive