TETRA TECH

EIA Screening Report

Proposed Large-Scale Residential Development: Naas Racecourse Lands

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1 Introduction

This Environmental Impact Assessment (EIA) Screening Report has been prepared by Tetra Tech (formerly RPS) on behalf of Ballymore Development Limited (hereafter referred to as the 'the Applicant').

This EIA Screening Report will accompany a planning application from the Applicant to Kildare County Council (hereafter referred to as KCC) to seek permission for a proposed large-scale residential development (LRD) on lands to the west of the Naas Racecourse, Kingsfurze, Naas, County Kildare, hereafter referred to as the 'Proposed Development'.

1.1 Scope and Purpose of the EIA Screening Report

Under EU and Irish legislation, an EIA is required for certain prescribed projects i.e. those that are likely to have significant effects on the environment, by reason of their nature, extent or location.

The purpose of this report is to:

- Ascertain whether the Proposed Development falls under the remit of EIA legislation.
- Ascertain if there is a mandatory legal requirement to undertake EIA under the legislation with respect to project type or thresholds set; and
- If not, ascertain whether there is potential for significant effects on the environment which would require a sub-threshold EIA.

This EIA Screening Report presents the information required to inform the determination on the requirement for EIA by the Competent Authority. For the purposes of planning under the Planning and Development Act, 2000 as amended, the Competent Authority is KCC.

The EIA Screening Report is set out as follows:

- Section 1 – Introduction
- Section 2 – Description of the Proposed Development
- Section 3 – Overview of the Receiving Environment
- Section 4 – EIA Screening Process
- Section 5 – Conclusion

2 Description of the Proposed Development

2.1 Site Location

The site comprises a principal area which will accommodate the residential component of the Proposed Development, as well as smaller parcels of land intended for supporting infrastructure and ancillary development works, including an extension of Gallops Avenue, works to the existing Gallops Avenue, the provision of a childcare facility, and links to adjoining lands.

The subject site is approximately 8.7 hectares (ha). It is primarily located on an undeveloped plot of land between the built-up area of Naas and Naas Racecourse in Naas, County Kildare. It is located c. 700 metres northeast of Naas town centre, less than one kilometre southwest of Naas Industrial Estate and approximately 1.5 kilometres northeast of Naas General Hospital (all distances measured as the crow flies).

Regarding the character of the site, it is predominantly a greenfield area, although existing warehouses, associated ancillary external structures, and an internal private path are located within the site.

Established residential estates border the site, including Kings Court, which lies to the north, forming the northern boundary; the residential area within the Kingsfurze Avenue, located to the west; and Woodlands, which lies to the south. Additionally, a green area is situated to the south-east, providing existing residents access to public open space and amenities.

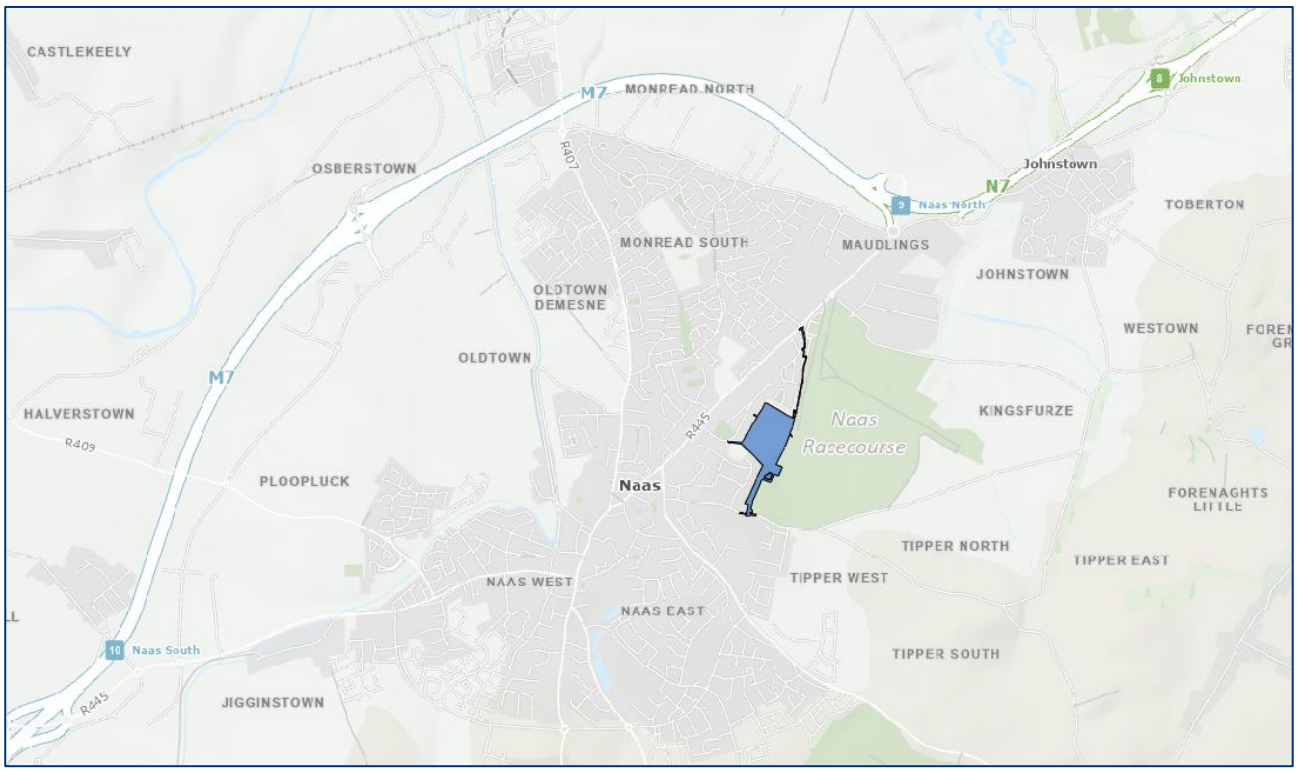
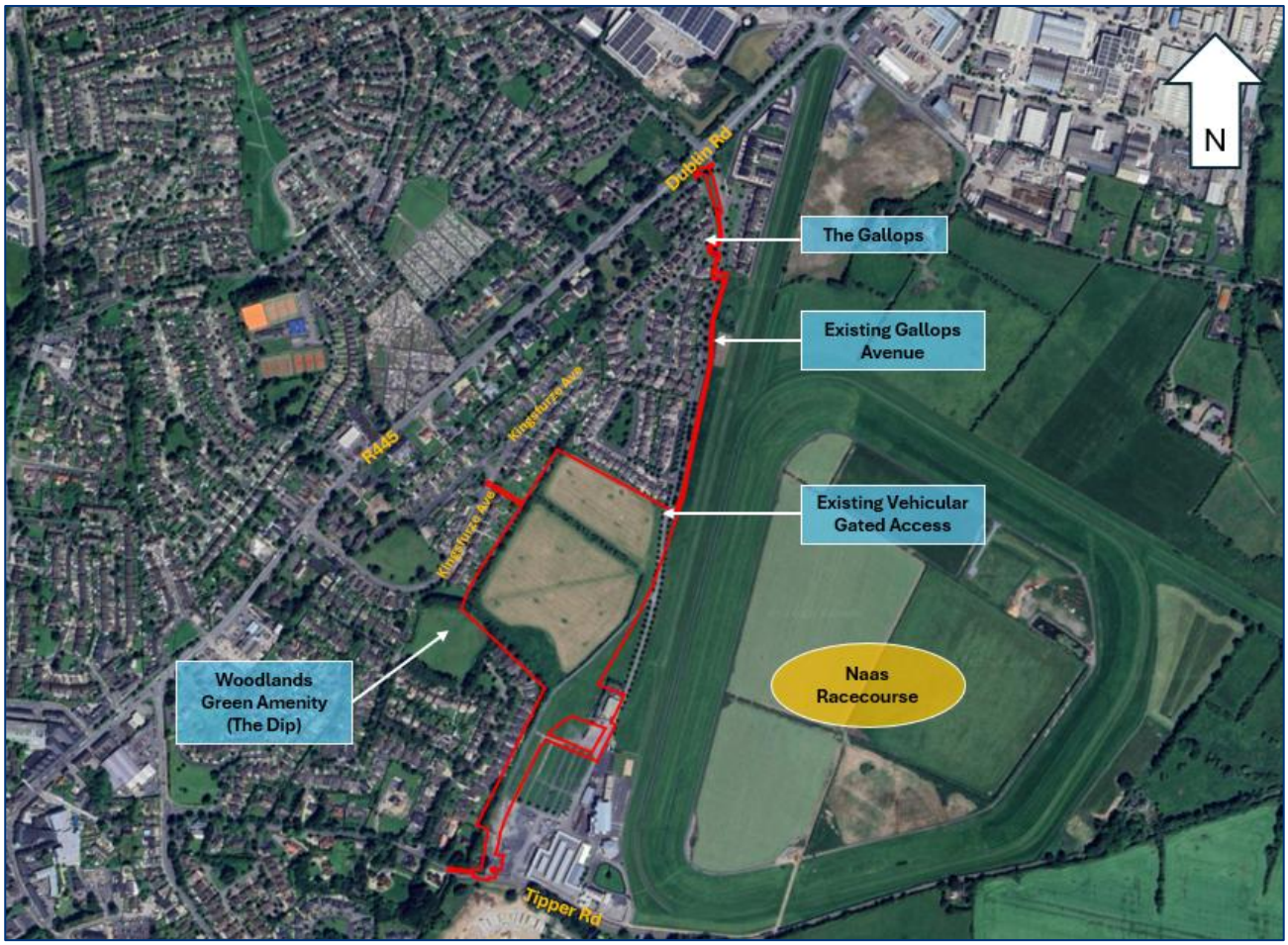


Figure 2-1: Location of the Proposed Development in the wider context of Naas



Source: Google Maps; edited by TT

Figure 2-2: Subject Site (Indicative outline in Red)

2.2 Overview of Proposed Development

The proposed development comprises a Large-scale Residential Development (LRD) on lands extending to c. 8.7 hectares located to the west of Naas Racecourse, Naas, Co. Kildare. The proposal consists of 234 no. residential units, comprising 115 no. houses, 21 no. apartments within a three-storey apartment block, 80 no. own-door apartments within duplex-type buildings and 18 no. own-door apartments within triplex-type buildings together with ancillary public, communal and private open space; landscaping and play areas; internal roads and footpaths; car and bicycle parking; refuse storage; drainage infrastructure; utilities and services (including 2 no. ESB kiosks); and all associated site and ancillary works. The proposed development also includes a childcare facility with associated outdoor play space, set-down area and parking.

Transport and connectivity infrastructure includes the construction of an extension to Gallops Avenue connecting the existing Gallops Avenue to Tipper Road, upgrades to the existing section of Gallops Avenue (including cycle infrastructure and junction improvements), junction and traffic management works at Dublin Road and Tipper Road, provision for future vehicular access connections to adjoining lands, a new pedestrian connection to Kingsfurze Avenue, and provision for a future pedestrian connection along the western boundary to Kingsfurze Avenue.

The development also includes site clearance, demolition of an existing shed, removal of sections of existing boundary treatments, undergrounding of existing overhead lines, public lighting and all associated infrastructural works.

Full details of the proposed development are set out in the statutory notices and the accompanying planning application documentation, including the Architectural Design Statement prepared by Reddy Architecture + Urbanism, the Landscape Design Report prepared by Murphy + Sheanon and the Infrastructure Design Report prepared by Donnachadh O'Brien & Associates.

The following sections provide a summarised description of the main components of the Proposed Development.

The construction works associated with the Proposed Development are anticipated to take place over a period of 24 months.

2.3 Childcare Facility

The proposed development includes the construction of a childcare facility (c. 470.8 sqm) with a capacity for 97 no. children, with a dedicated external play area (c. 229 sqm).

The childcare facility will be supported by parking provision as follows:

- 5 no. car parking spaces for staff;
- 3 no. drop-off parking spaces for visitors;
- 1 no. dedicated universal access parking bay;
- 10 no. cycle parking spaces for staff in an internal secure store within the childcare facility;
- 12 no. external cycle parking spaces (i.e., 6 no. sheffield stands) and
- 2 no. cargo bicycle parking spaces in proximity to the facility.

For details on the proposed childcare facility and its associated facilities and services, please refer to the *Architectural Design Statement* and accompanying architectural drawings prepared by RAU, which illustrate the building's floor plans and elevations.

Furthermore, the *Landscape Design Report* and accompanying landscape drawings prepared by Murphy + Sheanon (M+S) provide details of the proposed landscaping, boundary treatments, and play areas adjacent to the childcare facility.

2.4 Landscape, Open Space and Play Areas

The landscape strategy, along with the provision of open space and play areas within the development, is detailed in the accompanying Landscape Design Report and associated landscape drawings prepared by M+S, as well as the Architectural Design Statement prepared by RAU.

2.4.1 Private Open Space

All 234 no. residential units, including houses, and apartments within apartment blocks, are provided with private open space in the form of balconies, terraces, and/or rear gardens.

2.4.2 Communal Open Space

The Proposed Development includes c. 485 sqm of communal open space, distributed in two separate spaces.

2.4.3 Public Open Space and Play Areas

- The development includes c. 10,007 sqm (c. 16% of the subject site) of public open space distributed across the site. These public open spaces are designed to support a variety of uses, including formal and informal play, passive recreation, and community interaction. Each

landscape area offers a range of play opportunities and recreational spaces positioned for safety, accessibility, and passive surveillance.

Two large public kickabout spaces are proposed within the Linear Park. Two kickabout spaces (c. 315 sqm with half basketball court, and 255 sqm) are located in the Linear Park, and a large informal lawn (c. 889 sqm) supports informal recreation and community use at the Arrival Park. These open lawn areas support intergenerational play, informal sports, and social interaction.

Natural play features, such as basins, embankment slides, balance beams, hurdle play units, and climbing boulders, are incorporated into the Linear Park. All play equipment is designed to be robust, durable, and low maintenance.

Seating, picnic benches, and age-friendly furniture will be distributed throughout the open spaces to encourage rest, social interaction, and inclusivity for users of all ages. Moreover, informal play and outdoor fitness equipment are proposed in the external open spaces adjacent to the childcare facility.

For further details on the open space provision and play areas, please refer to the Landscape Design Report and associated drawings prepared by M+S, which accompany the planning application.

2.4.4 Tree Planting & Boundary Treatments

The landscape strategy incorporates extensive tree planting to enhance biodiversity, provide year-round interest, and contribute to the development's character. A variety of tree species is proposed, including Lime (*Tilia x vulgaris*), Field Maple (*Acer campestre*), and Silver Birch (*Betula pendula*), alongside select non-native species like Purple Beech (*Fagus sylvatica 'Purpurea'*) to add seasonal variation.

Tree planting will be coordinated to avoid conflicts with services and lighting, with root barriers employed where necessary. Prohibited species such as Cherry Laurel, Leyland Cypress, and Ash are excluded in line with BS 8545:2014 standards. Existing hedgerows and trees will be retained and protected in accordance with the Tree Protection Plans submitted as part of the planning application.

Boundary treatments include a combination of stone walling, fencing, and dense shrub planting, providing visual screening for the Proposed Development.

Details on tree planting and boundary treatment are set out in the Landscape Design Report and associated landscape drawings prepared by M+S, which accompany the planning application. The Arboriculture Report and associated tree plans (survey, tree protection, tree removals) prepared by Charles McCorkells are also enclosed with the planning application materials.

The Arboriculture Report concluded that in visual terms, the loss of trees and sections of hedgerow will not have a significant impact on the character and appearance of the local surrounding area due to their limited public amenity value and the opportunity for new tree and hedge planting to be carried out. The report further states that the Proposed Development provides an opportunity to increase the tree cover and diversity of species within the site and local area, deeming that in the medium to long term, this can have a positive impact on the surrounding landscape and can enhance the visual appearance and amenities of the site and local area.

2.5 Links to Adjacent Open Spaces

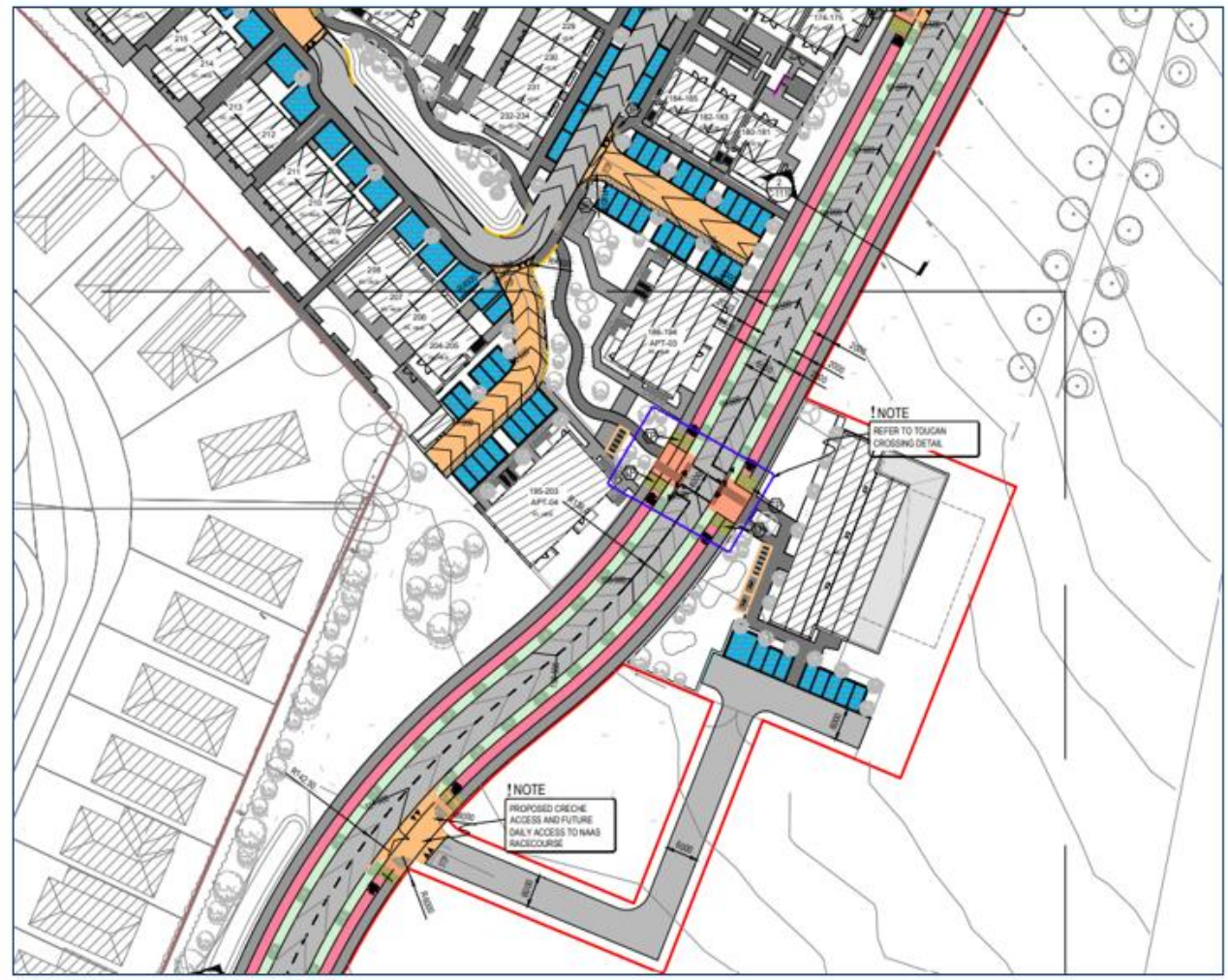
The Proposed Development is designed to integrate with existing green infrastructure by providing clear and accessible connections to neighbouring open spaces, including an existing green area known as The Dip and Kingsfurze Avenue. These routes will incorporate lighting to ensure safety and encourage active travel.

The connections will support ecological networks and enhance recreational opportunities for residents, linking the new development to the broader landscape and community amenities.

2.6 Access & Movement

2.6.1 Gallops Avenue Extension

The Proposed Development includes the construction of an extension to the existing Gallops Avenue, which currently runs from its junction with Dublin Road southwards to the boundary of the subject site. The proposed extension continues this route further south to connect with Tipper Road; see **Figure 2-3**.



Source: DOBA (full-scale drawing enclosed with the planning application, 2026)

Figure 2-3: Detail of the proposed Gallops Avenue Extension

This extension will feature dedicated footpaths, single-way cycle tracks, and tree-lined verges with planting on both sides of the new vehicular road. Approaching the junction with Tipper Road, the cycle tracks will transition into on-road cycle lanes.

Modifications to the existing Gallops Avenue are also proposed to incorporate two-way cycle tracks connecting with those in the new extension and linking to Dublin Road. Pedestrian and cyclist crossings will be revised and/or improved at key junctions, including Tipper Road, Dublin Road, and The Gallops, to enhance safety and connectivity.

The extension will provide 2 no. vehicular accesses, as well as cyclist and pedestrian access to the residential element of the Proposed Development situated to the west of the newly extended avenue. Additionally, vehicular access to the proposed childcare facility will be facilitated via an off-road link connected to the new avenue, alongside pedestrian access via a crossing near the childcare facility's entrance.

For further details on the proposed access and movement strategy, including the Gallops Avenue extension and associated traffic management measures, refer to the Infrastructure Design Report and associated drawings prepared by DOBA.

It is noted that the planning application is accompanied by a Traffic and Transport Assessment (TTA) Report prepared by Systra, which provides a comprehensive evaluation of the Proposed Development's impact on the surrounding transport network. The TTA confirms that the proposed access arrangements, including improved cycle and pedestrian connectivity, will support sustainable travel and maintain road safety.

The TTA also considered committed developments in the wider environs and traffic growth within the local area as detailed in the Naas LAP. The assessment concludes that the Proposed Development can come forward in a safe and efficient manner, without compromising the operations of the surrounding road network, with the performance of some part of the road network predicted to improve as result of the extension of the Gallops Avenue to Tipper Road, and the alternative route choices created.

2.6.2 Mobility Management

A Mobility Management Plan (MMP) has been prepared by Systra to accompany the planning application. The document highlights the existing conditions at the site, making reference to the provision of travel by sustainable means at and in the vicinity. From here, a number of objectives have been designed in order to reduce the number of single occupancy journeys to the site. To facilitate the achievement of objectives, a range of measures have been identified. Once implemented, these measures will contribute to the success of the MMP by concentrating on activities which will encourage the uptake of active travel modes and public transport use and car sharing, thus having a positive impact on modal share away from single occupancy car trips to or from the site.

The MMP includes for the appointment of a MMP Co-ordinator to implement and oversee the plan and monitor its progress. The Co-ordinator will produce a monitoring report after two years of implementation, for submission to KCC detailing the usage of various alternative transport modes and reviewing the effectiveness of measures implemented. The monitoring period will last for a 5-year period only.

2.6.3 Internal Road Layout and Homezones

An internal road network will serve the residential development. This is designed in accordance with the *Design Manual for Urban Roads and Streets* (DMURS), employing a clear road hierarchy that prioritises the safety of all users, particularly vulnerable road users.

Homezones (shared surface streets with raised tables and traffic calming features) are incorporated primarily on proposed local streets adjacent to green open spaces and cul-de-sacs. These homezones will promote low vehicle speeds and encourage pedestrian activity and social interaction.

Footpaths are provided throughout, with connections to existing external pedestrian routes, including along the northern boundary of the site.

Pedestrian links to existing communities are also provided along the western boundary, connecting with Kingsfurze Avenue and the southwestern corner of the site to the adjacent open space, thereby enhancing permeability and encouraging active travel.

For further details on the proposed internal network and homezones, please refer to the Infrastructure Design Report and associated drawings prepared by DOBA.

2.6.4 Operational Emergency and Refuse Access

The proposed internal road network is designed to accommodate emergency vehicle access throughout the development, with appropriate turning areas and clear routes to all residential units. Refuse collection points are strategically located to ensure efficient servicing without obstructing traffic flow. All access arrangements will comply with relevant standards and guidelines to facilitate safe and effective emergency and waste management operations.

For further details on the proposed emergency and refuse access strategy, please refer to the Infrastructure Design Report and associated drawings prepared by DOBA.

2.6.5 Construction Traffic Management

A Construction and Environmental Management Plan (CEMP) has been prepared by AWN Consulting as part of the planning application. While a detailed Construction Traffic Management Plan (CTMP) has not been prepared at this time, the CEMP outlines best practice measures to manage construction traffic.

It is recommended that a detailed CTMP is prepared by the Main Contractor before construction in line with the best practice standards and guidelines set out in the CEMP. It is recommended the detailed CTMP defines the haul routes to be used by construction traffic and that measures are included to avoid significant traffic movements during key periods such as school drop-off and pick-up times, given the location of a number of schools approximately 1km from the Proposed Development site, to ensure minimal impacts to local traffic patterns.

2.6.6 Lighting and Safety

Street lighting is provided along all primary and secondary roads, pedestrian routes, and cycle tracks to ensure safe movement during nighttime hours. The lighting design will provide good visibility while minimising light pollution. Pedestrian and cyclist routes, including homezones and crossings, are designed with passive surveillance to enhance safety and security for all users.

For further details on the proposed public lighting plant, please refer to the Outdoor Lighting Report and associated lighting drawings prepared by Sabre and enclosed with the planning application materials.

2.7 Parking

The proposed parking strategy for the development will provide the following:

- Residential Car Parking: 277 no. spaces are proposed for the 234 no. residential units.
- Visitor Car Parking: 30 no. visitor spaces are proposed within the development, integrated into the streetscape to provide convenient access without dominating the public realm.
- Childcare Facility Parking: The childcare facility will be supported by 9 no. staff car parking spaces.

Regarding bicycle parking, the following provision is proposed:

- Two standalone bicycle stores. See RAU Drawing No. NRC-02-SW-XXX-DR-AR-RAU-1008 for the location of the stores, and RAU Drawing No. NRC-02-XX-XXX-DR-AR-RAU-1140 for plans and elevations of the bicycle stores. This will provide a total of 62 no. spaces, and 5 no. cargo bicycle spaces.

- For residential units with separate access to their relevant private open space, i.e., rear gardens accessed via alleys, provision is made for residents to install bicycle storage in those areas.
- For the rest of residential units (e.g., houses and/or apartment units other than those on the apartment block that do not have a ground-level rear garden nor are accessible from a separate access), dedicated bicycle storage is provided to the front of the units or adjacent to the rear gardens, totalling 135 no. spaces.
- 50 no. bicycle spaces are provided throughout the scheme for visitors.
- Parking Design: The scheme adopts a hybrid approach combining in-curtilage parking for most houses and duplexes with on-street parking for duplexes, apartments, and visitors. Parking spaces are designed in accordance with DMURS guidelines, featuring soft landscaping and passive surveillance to reduce visual dominance and enhance safety.
- Refuse and Servicing: Refuse collection points and servicing areas are strategically located to ensure efficient access without impeding traffic flow or pedestrian movement.

This parking strategy strikes a balance between accommodating vehicles and promoting active travel, while creating an attractive and safe residential environment.

For detailed information on the provision, location and layout of parking spaces, please refer to the Architectural Design Statement and the Site Layout Plan prepared by RAU. Additional details regarding the parking strategy are provided in the Traffic and Transport Assessment Report, and Mobility Management Plan prepared by Systra, which are submitted with the planning application materials.

2.8 Water Management

The proposed water management strategy is detailed in the accompanying Infrastructure Design Report, prepared by DOBA, along with associated drawings.

2.8.1 Water Supply

The development will be served by a new potable water connection to the existing public water network. This connection is designed to accommodate the anticipated demand from the residential units, childcare facility, and associated facilities, ensuring a reliable and sufficient supply. The new watermain infrastructure will be designed in accordance with Uisce Éireann (UÉ) standards and codes of practice.

Details of the proposed water supply infrastructure are shown in drawings, prepared by DOBA and enclosed with the planning application materials.

A Confirmation of Feasibility (CoF) and Statement of Design Acceptance (SODA) have been issued by UÉ and are appended to the *Infrastructure Design Report* prepared by DOBA and enclosed with the planning application materials.

2.8.2 Wastewater Drainage

Wastewater from the Proposed Development will be collected via a new wastewater network and discharged into the existing foul sewer network through a new connection. The design complies with relevant standards and codes of practice of UÉ and includes provisions for adequate capacity and maintenance access to support the development's needs.

Further technical details about the proposed wastewater drainage network and connections are provided in the Infrastructure Design Technical Note and associated drawings prepared by DOBA and enclosed with the planning application materials.

2.8.3 Surface Water Drainage and Piped Network

Surface water runoff will be managed through a comprehensive drainage system designed to attenuate flows, protect against flooding, and promote sustainable water management. The strategy incorporates SuDS measures, including attenuation basins, swales, permeable paving, and other green infrastructure elements to enhance infiltration and biodiversity.

The piped network will efficiently collect and convey surface water to designated discharge points, with careful integration of SuDS features to provide both functional drainage and amenity benefits.

Further technical details regarding the proposed surface water drainage infrastructure and SuDS are provided in the Infrastructure Design Report and associated drawings, prepared by DOBA and enclosed with the planning application materials.

2.8.4 Surface Water Management during Construction

The CEMP sets out several commitments related to surface water management during construction.

The main construction stage impacts relate to soil erosion and sediment runoff from exposed soil surfaces and excavations to enable the construction of foundations, no dewatering requirements but potential requirement to pump out water collected in excavations from rainfall/storm events, and management of typical construction surface water discharges.

Standard best practice measures are set out in the CEMP. Additionally, the CMEP sets out a requirement that a Surface Water Management Plan (SWMP) will be prepared for the construction phase prior to the commencement showing the site layout, drainage pathways, and any potential surface water and groundwater receptors, which will be developed and implemented in accordance with the Inland Fisheries (IFI) Guidelines on Protection of Fisheries During Construction Works in and Adjacent to Waters (2016) and all other relevant best practice guidance.

With the CEMP measures in place, construction phase impacts to surface water will be mitigated.

2.8.5 Flood Risk

A Site-Specific Flood Risk Assessment (SSFRA) has been undertaken and is included as part of the Infrastructure Design Report prepared by DOBA which accompanies the planning application to evaluate the potential for flooding at the subject site and to inform the design of the proposed Development accordingly.

The assessment confirms that the site is not located within a designated flood zone and is at low risk of fluvial, pluvial, or groundwater flooding. The proposed surface water drainage strategy, incorporating SuDS, is designed to effectively manage runoff rates and mitigate potential flood risks.

Measures such as attenuation basins and swales will ensure that surface water discharge rates do not exceed pre-development conditions, thereby preventing increased flood risk downstream.

2.9 ESB Overhead Lines

The Proposed Development includes the removal of existing 10kV / 20kV ESB overhead powerlines that currently traverse the subject site. These overhead lines, along with associated equipment such as poles, will be removed and replaced by underground cabling as part of the development works. This ensures that the power infrastructure is safely integrated within the site without impacting the layout or future operations.

The location of the existing overhead powerlines is shown in the existing site layout prepared by RAU, while the proposed undergrounding works are presented in the site plan prepared by JAK.

2.10 Part V – Social and Affordable Housing

The Proposed Development includes the provision of 53 no. units for social and affordable housing in accordance with requirements set out in Part V of the Planning Act. This consists of a mix of one-, two-, and three-bedroom apartment units. Further details are set out in the drawings prepared by RAU and enclosed with the submission materials.

2.11 Internal Storage & Operational Waste Management

All residential units will be provided with dedicated bin storage facilities. For the apartment block, an internal bin store and an external bin staging area have been designated to ensure efficient waste collection and management. Each duplex, triplex units will be equipped with sufficient containers for residual, recyclable, and food waste, allowing for the temporary storage of segregated materials within individual homes.

Further details of the waste management strategy are outlined in the supporting documents. An Operational Waste Management Plan has been prepared and is submitted as part of the full planning application materials.

Internal storage spaces are also provided for all residential units. The Housing Quality Assessment, prepared by RAU, details the quantum of storage space allocated for each unit type proposed.

For additional information regarding the bin strategy and waste management provisions for the residential units, please refer to the Architectural Design Statement and the Housing Quality Assessment prepared by RAU, which accompany the submission materials. The architectural drawings include floor plans for each unit type, clearly showing the locations of the internal storage provided.

2.11.1 Construction Waste Management

A Resource and Waste Management Plan (RWMP) has been prepared by AWN Consulting and is and enclosed with the submission materials. It sets out the standard best practice and mitigation measures, and in relation to:

- Management of construction waste and resource (such as surplus soil) arisings;
- Demolition procedures (refer also to **Section 2.11.2** below);
- Proposed resource and waste management options;
- Tracking and documentation procedures for off-site waste;
- Tracking and tracing / record keeping;
- Training Provisions for construction site personnel;
- Outline waste audit procedure (including identification of corrective action and pest management); and
- Approach for consultation with relevant bodies.

2.11.2 Demolition during Construction

The demolition scope for the Proposed Development is limited and localised, comprising the removal of one existing shed and short sections of boundary walls and gates as enabling works, totalling 513.5 sqm (refer to the proposed Demolition Plan, Drawing: NRC-02-SW-XXX-DR-RAU-AR-1003). None of the elements to be removed are protected structures (see Cultural Heritage Impact Assessment Report, ACSU, 2025).

The demolition will involve localised mechanical and manual dismantling of the shed and short sections of boundary walls and gates. The shed will be demolished in a controlled, approved sequence, documented in a method statement prepared by the demolition contractor's structural engineer, once appointed. Waste arisings will be managed in line with the measures set out in the CEMP and RWMP. Regarding demolition, the RWMP sets out mitigation measures and procedures for the following which will be implemented:

- Waste reduction assessment and the preparation of a pre-demolition audit;
- Specific audit for potentially hazardous material
- Check for hazards, including asbestos/ asbestos-containing materials, electrical power lines or cables, gas reticulation systems, telecommunications, unsafe structures and fire / explosion hazards, e.g. combustible dust, chemical hazards, oil, fuels and contamination.
- Staged removal of components, starting with hazardous materials;
- Excavation of Services;
- Demolition of walls and concrete; and
- Identification of streams suitable for reuse.

3 Overview of Receiving Environment

3.1 Population

The Proposed Development falls within the electoral division of Naas Urban. The CSO Census 2022[1] population for this electoral division is 26,306.

The lands on which the housing units are to be situated are zoned in the Naas Local Area Plan (LAP) 2021-2027 as "R1.6 - New /Proposed residential" with the zoning description stating its objective is to "provide for new residential development".[2] The proposed Gallops extension will traverse a portion of land zoned as "L - Leisure and Amenity" with the objective: "To provide for leisure and tourism facilities within the town"; refer to **Figure 3-1**.

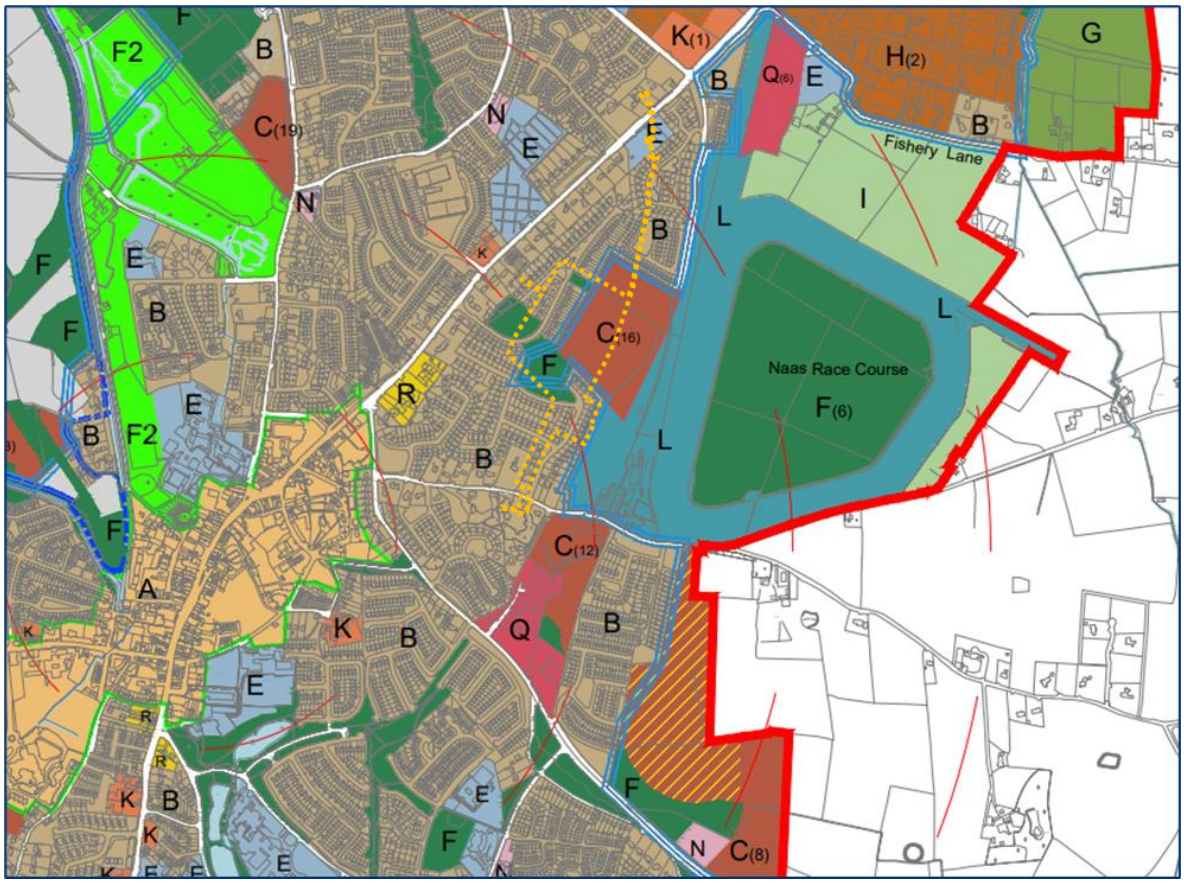


Figure 3-1: Land Use Zoning on the Proposed Development lands

Details of the receiving context of the Proposed Development are described in **Section** Error! Reference source not found. (Site Location) above.

3.2 Biodiversity

The AA Screening for the Proposed Development has been prepared by Tetra Tech (2026) and is submitted under separate cover. The AA Screening identifies all Special Areas of Conservation (SACs) and Special Protection Areas (SPAs) within the Proposed Development's Zone of Influence (ZoI), evaluates potential Source–Pathway–Receptor linkages and determines whether the

[1] Census 2022 Interactive Map. Available via: https://visual.cso.ie/?body=entity/ima/cop/2022

[2] Naas Local Area Plan 2021-2027 via Myplan.ie. Available via: https://experience.arcgis.com/experience/1448083378354f27906045d07e0ee37d#data_s=id%3AdataSource_1-d9889e8e242c40d6a87983550d831110-1919838ac99-layer-27%3A34358 (Accessed March, 2026)

Proposed Development is likely to have significant effects on any European Site, either alone or in combination.

Fifteen European Sites were screened within the ZoI. The nearest SPA of relevance is Poulaphouca Reservoir SPA (004063), located approximately 9.5 km south-east of the Proposed Development; the nearest SAC identified in the screening is Rye Water Valley / Carton SAC (001398), approximately 17.9 km north of the Proposed Development. The AA Screening concluded that the Proposed Development is not directly connected with the management of any European Site and, based on the Source–Pathway–Receptor assessment and available hydrogeological and ecological evidence, is not likely to have a significant effect on any European Site, either alone or in combination with other plans and projects. Therefore, Stage 2 Appropriate Assessment (Natura Impact Statement) is deemed not required.

A separate Ecological Site Survey Report (Tetra Tech, 2026) describes the ecological baseline within the red line boundary. The site is predominantly improved/amenity grassland and species-poor meadow with boundary hedgerows, treelines and scattered scrub. No Annex I habitats or rare/protected plants were recorded on site. Spanish/hybrid bluebell (an invasive garden/hedgerow species) was observed, and an Invasive Alien Plant Species Management Plan is recommended. Desktop records show limited occurrences of some protected or notable fauna in the wider 2 km grid; on-site evidence for otter or other water-dependent protected species was not found, but the site has potential to be used by bats for commuting/foraging and targeted bat surveys are ongoing to inform any required mitigation.

Although the site lies within the Dublin groundwater body (GWB) (IE_EA_G_008), hydrogeological information shows that effective groundwater flow and pollutant transport distances in this GWB are typically short and regional groundwater transport over many kilometres is unlikely. Combined with flow direction, river attenuation and the substantial distances from the site to the nearest SACs and many coastal SPAs, no plausible groundwater or surface-water pathway has been identified that would result in likely significant effects to the European Sites considered.

3.3 Soil and Geology

The Geological Survey of Ireland (GSI) (2026) online database[3] was consulted for relevant soil, geological and hydrogeological information of the site and its environs. The bedrock underlying most of the Proposed works area is underlain by dark muddy limestone and shale (Ballysteen Formation). The south of the Proposed Development is underlain by calcareous greywacke siltstone and shale (Carrighill Formation).

A search of the GSI/ Teagasc soils database was consulted to establish the underlying soils within the Proposed Development area; the soils underlying the Proposed Development include the following:

- Grey Brwon Podzolic, Brown Earths
- Surface water gleys, groundwater gleys
- Made/ Built Land
- Mineral alluvium

Ground investigations were carried out on site by Geotechnical Environmental Services Ltd. (GESL) in 2025. The soil profile generally comprises topsoil, cohesive clay deposits, and underlying granular sands and gravels.

[3] Geological Survey Ireland Spatial Resources. Available via: https://dcenr.maps.arcgis.com/apps/MapSeries/index.html?appid=a30af518e87a4c0ab2fbde2aaac3c228 (Accessed: March, 2026)

3.4 Water

The site lies within the River Liffey and Dublin Bay WFD Catchment (Catchment ID: 09) and within sub-catchment Liffey_SC_060. While the sub-catchment contains mapped waterbodies, no mapped river or stream channel intersects with the red-line boundary (RLB) or the Proposed Development. The nearest mapped waterbodies are the Castlesize River (Liffey_120), approximately 340 m south of the RLB, and the Morell (Morrell_20), approximately 650–685 m east. A small, unmapped local tributary / field drain east of the racecourse links into the Morell catchment and therefore ultimately into the River Liffey network. Surface-water from the site would enter this local drainage system only if not intercepted and managed on site; there is no direct on-site channel connection to a mapped waterbody within the red-line boundary. The nature of the Proposed Development, being localised to the zoned development site, will not contribute to existing surface water pressures on the Morrell water body (currently under hydro morphological pressure); refer to **Table 3-1** for a summary of the surface water baseline.

The site is within the Dublin GWB (IE_EA_G_008) and groundwater vulnerability is mapped as High, increasing the sensitivity of the shallow subsurface layers to contamination if pollution sources are not appropriately controlled and managed. However, local hydrogeological evidence (and GWB characterisation) indicates that effective groundwater flow distances in this GWB are typically short (commonly <1 km) and that regional groundwater transport over tens of kilometres is unlikely.

Taken together, the on-site absence of a mapped watercourse, the several-hundred-metre separation to the nearest mapped channels, and the hydrogeological characteristics of the Dublin GWB indicate that no plausible, direct hydrological pathway exists from the site to distant European Sites capable of causing Likely Significant Effects. This conclusion is also reflected in the AA Screening report (Tetra Tech, 2026).

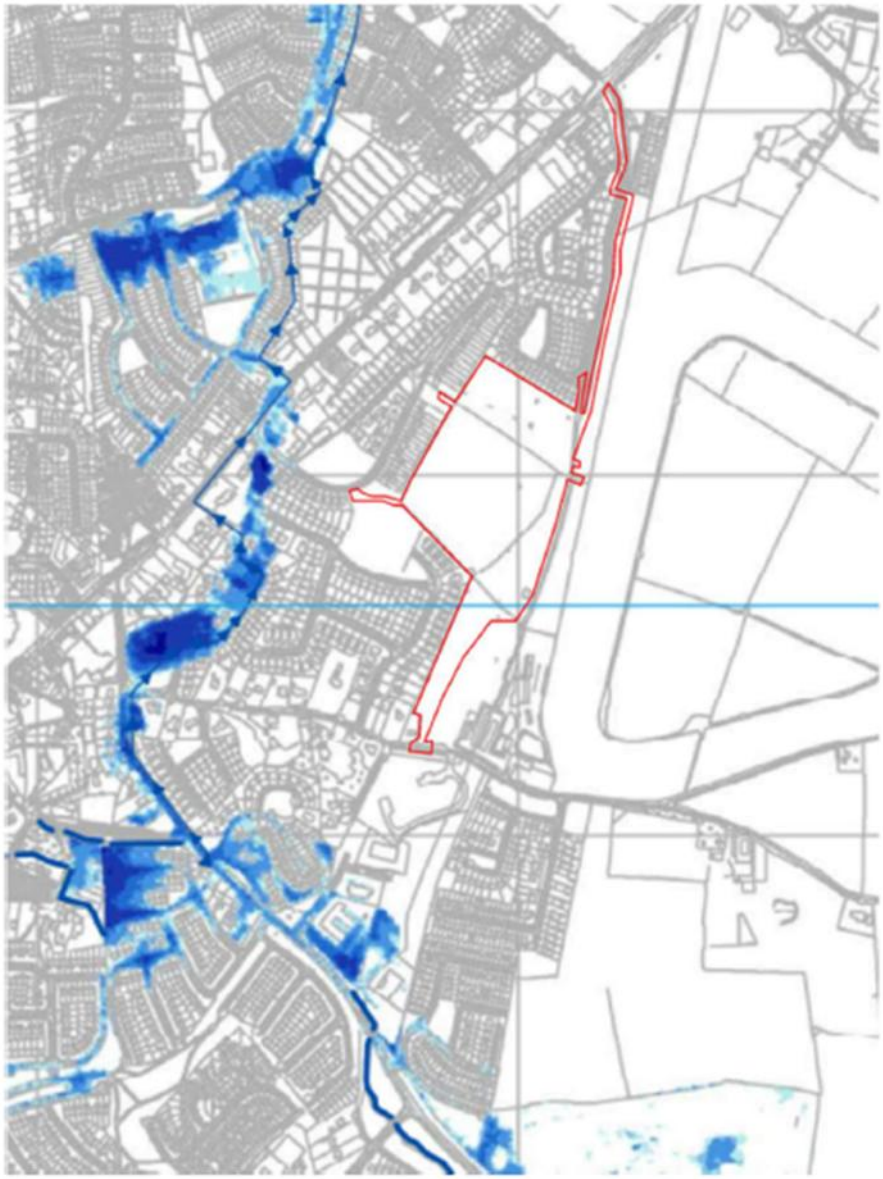
Table 3-1: River Waterbodies within the Study Area and their WFD Status

River Waterbody	WFD Status 2016-2021	WFD Risk	Distance from Proposed Development (km)	Significant Pressure(s) Identified by the EPA
Castlesize River (Liffey_120)	Good	Not at Risk	0.34km	N/A *(Not at Risk)*
Morrell (Morrell_20)	Poor	At Risk	0.685km	Hydro morphology

3.5 Hydrology and Flood Risk

The Proposed Development site has been assessed in accordance with the “Planning System and Flood Risk Management” Guidelines.

A site-specific Flood Risk Assessment (FRA) has been prepared by DOBA as part of the Infrastructure Design Report to evaluate potential flood risk at the subject site and to inform the design of the Proposed Development. As part of the sequential test, Office of Public Works (OPW) flood hazard mapping and Catchment Flood Risk and Management Study (CFRAM) datasets were consulted. The FRA sets outs that OPW records indicate no recurrent or standalone flood events within the immediate vicinity of the site.



Source: Figure 1 from the Site-Specific Flood Risk Assessment, DOBA, 2026

Figure 3-2: KCC Naas Flood Extent Mapping ((Source: CFRAM Maps – Floodinfo.ie)

The DOBA FRA concludes, and as illustrated in **Figure 3-2**, that the Proposed Development site is not located within Flood Zone A or B, but is fully located in Flood Zone C, and therefore not at risk of fluvial (riverine) flooding.

The FRA also concludes from the OPW's Preliminary FRA (PFRA) which includes an assessment of groundwater flood risk, that the PFRA flood risk mapping does not predict any groundwater flooding within or surrounding the subject site.

Pluvial flooding is the result of rainfall-generated overland flows which arise before run-off can enter any watercourse or sewer and is usually associated with high intensity rainfall. The OPW PFRA mapping available for the site indicates that the proposed site is located outside of an area predicted to flood and not at risk from pluvial flooding.

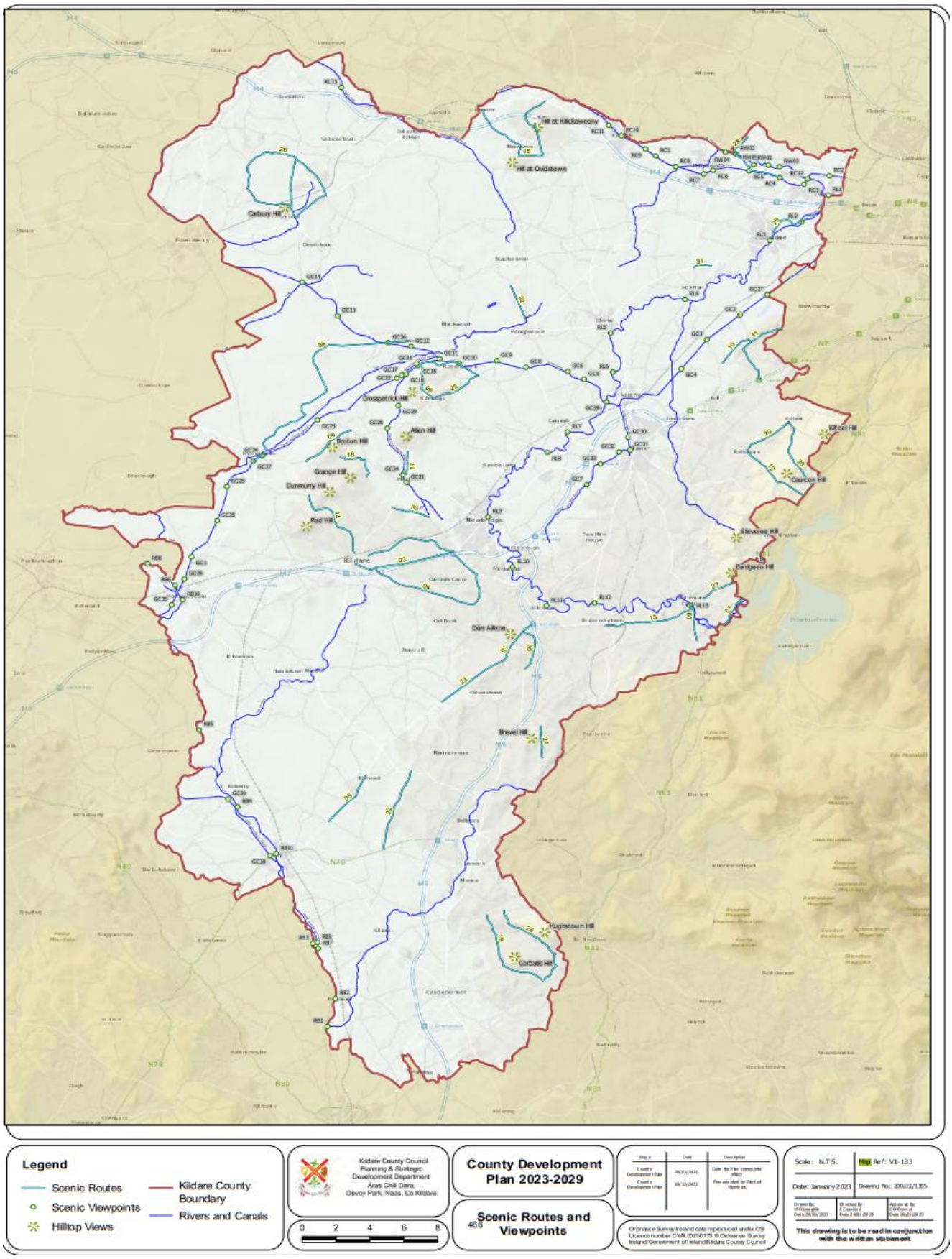
3.6 Landscape and Visual

The Proposed Development is situated within the Northern Lowlands Landscape Character Area, classified as a class 1 or 'Low Sensitivity' Landscape Character Area, as described in the Kildare

County Development Plan (CDP) 2023-2029. The CDP has identified several important views and areas of high amenity in Naas, including the Grand and Royal Canal Corridors and associated bridge views. Relevant protected views and scenic routes, as outlined in Chapter 13 and illustrated in **Figure 3-3** of the Kildare County Development Plan, are located within 5km of the Proposed Development and comprise views associated with bridges and viewpoints of a low elevation. Given that the Proposed Development is a relatively low-rise residential scheme, and the separation distance to low-level viewpoints, no significant visual interaction is expected.

A quantitative Daylight, Sunlight and Shadow Assessment (3D Design Bureau, March 2026) was undertaken for the proposed Large-Scale Residential Development at Naas Racecourse using calibrated 3D analytical models, local climate data and industry-standard simulation metrics (Building Research Establishment [BRE] BR 209; supplementary I.S. EN 17037 checks). The study comprised impact screening (VSC/APSH decision chart), Sun-on-Ground (SOG) testing to neighbouring gardens, Spatial Daylight Autonomy (SDA) and Sunlight Exposure (SE) for proposed units, No-Sky-Line (NSL) and hourly shadow mapping (equinoxes/solstices); trees were represented in sensitivity runs (deciduous full-leaf/bare-branch and evergreen states).

Results indicate no existing windows meet the BRE thresholds requiring VSC/APSH window tests and that SOG impacts to 15 assessed neighbouring rear gardens are negligible. Hourly shadow analyses show shadowing consistent with a low-rise residential scheme and not likely to cause material loss of amenity to adjacent properties.



Source: Kildare County Development Plan 2023-2029

Figure 3-3: Scenic Routes and Viewpoints

3.7 Archaeology, Built and Cultural Heritage

A Cultural Heritage Impact Assessment prepared by Archaeological Consultancy Services Unit (ACSU, 2025) has been used as the primary source for this EIA Screening. The ACSU assessment, which comprised documentary review, cartographic and aerial analysis, and a field inspection, found no recorded monuments, no entries in the National Inventory of Architectural Heritage (NIAH) and no record of protected structures (RPS) located within the Proposed Development boundary.

Two recorded archaeological features are located within the immediate environs of the study area and are relevant to the archaeological baseline. KD019-063 is recorded as a burial deposit from which human remains have previously been recovered; this feature lies approximately 257 metres west of the Proposed Development boundary. KD019-021 is recorded as a roadside burial ground (Maudlins), interpreted as a possible 17th-century burial ground, and lies approximately 442 metres north of the site. These features and their contexts were documented in the ACSU assessment and in the national SMR database.

The proximity of KD019-063 indicates the potential for undetected sub-surface archaeological deposits or anthropogenic features within the Proposed Development area. The site comprises largely unchanged agricultural fields with limited modern disturbance recorded at the time of the ACSU site visit; cartographic and aerial evidence does not preclude the presence of buried deposits.

Consequently, there remains a non-negligible potential for encountering archaeological material, including human remains or burial-related deposits, during ground-works.

3.8 Material Assets – Transport

Several road network links surrounding and within the Proposed Development were identified by Traffic and Transport Consultants Systra (2025), with further details set out in Systra's Mobility Management Plan (2025) prepared under separate cover. Overall, the site maintains good accessibility to public transport and the road network. This is outlined in **Table 3-2** below.

Table 3-2: List of Local Roads Intersected by the Study Area

Local Road Network Within the Study Area	
N7 / M7 Motorway	The M7 motorway (National Primary Route) is a 3-lane motorway that forms a regional bypass of Naas town to the north, linking Dublin to Limerick.
R445 / Dublin Road	The R445 is the main urban arterial through Naas town. It connects the east (Monread) with the southwest (Limerick Road) via the town centre. R445/Dublin Road features multiple access points to commercial centres, schools, and Naas Hospital.
Sallins Road	Sallins Road functions as an urban arterial route connecting Naas with Sallins and the Sallins/Naas Train Station.
Canal Bank	Canal Bank is a low volume traffic link connecting Naas with Sallins and Osberstown.
R448	R448 runs to the south of the development site, currently supports medium volume inter-urban and commuter traffic. It links to Kilcullen Road, Limerick Road and the southern perimeter of Naas.
Tipper Road	Tipper Road is a local distributor road along the western boundary of the study area.

3.9 Material Assets – Risk of Major Accidents and/or Disasters

The closest Control of Major Accidents and Hazards (COMAH) establishment to the site is Intel Ireland Ltd, an Upper Tier establishment (electronic manufacturing), located in Collinstown Industrial Park, Leixlip, Co. Kildare[4], approximately 25km away from the Proposed Development. The Intel establishment operates under strict regulations to manage risks associated with major accidents involving hazardous substances. Public Information on an upper-tier establishment as required by Regulation 25 of the COMAH Regulations 2015 submitted by Intel to the Health and Safety Authority (HSA) states that in the event of an emergency, it is not necessary to inform the public as there are no off-site consequences.[5]

The nature of the Proposed Development, as a typical residential development with no unusual or novel construction or operation practices, and with industry standard best practice measures implemented during construction, means it is not likely to result in an accident or disaster, nor to be at significant risk of an accident/disaster.

[4] Health and Safety Authority of Ireland: Upper Tier Establishments in Dublin/Louth/Kildare - Health and Safety Authority (Accessed March, 2026)
[5] Health and Safety Authority of Ireland: Public Information on an upper-tier establishment as required by Regulation 25 – Intel Ireland Ltd. 1143-intel.pdf (Accessed March 2026)

4 EIA Screening Process

4.1 Legislative Context for the Application

The Proposed Development application is for a large-scale residential development (LRD), and it will be submitted to KCC under Section 34 of the Planning and Development Act 2000, as amended.

4.2 Legislative Context for EIA Screening

The Environmental Impact Assessment (EIA) Directive aims to ensure a high level of protection for the environment and human health. It requires that an assessment of the likely significant effects a project will have on the environment be carried out, where relevant, before development consent is given.

The EIA Directive is transposed into Irish legislation by the Planning and Development Act 2000 (as amended) and the Planning and Development Regulations 2001 (as amended). Both the EIA Directive and Irish legislation set out in detail the entire EIA process.

Developments that require EIA (Part 10 of the Planning and Development Regulations 2001), are detailed in Part 1 and Part 2 of Schedule 5, Development for the Purposes of Part 10, Article 93. These classes of development set out in Schedule 5 are for the purposes of Section 176 of the Planning and Development Act 2000, as amended.

The Planning and Development Act 2000, as amended, Section 172(1) states that states that EIA must be carried out in the case of either of the following two scenarios:

"(a) the proposed development would be of a class specified in -

(i) Part 1 of Schedule 5 of the Planning and Development Regulations 2001, and either –

(I) Such development would equal or exceed, as the case may be, any relevant quantity, area or other limit specified in that Part, or

(II) No quantity, area or other limit is specified in that Part in respect of the development concerned,

or

(ii) Part 2 of Schedule 5 of the Planning and Development Regulations 2001 and either –

(I) Such development would equal or exceed, as the case may be, any relevant quantity, area or other limit specified in that Part, or

(II) No quantity, area or other limit is specified in that Part in respect of the development concerned.

or

(b) (i) the proposed development would be of a class specified in Part 2 of Schedule 5 of the Planning and Development Regulations but does not equal or exceed, as the case may be, the relevant quantity, area or other limit specified in that Part, and

(ii) the planning authority or the Board, as the case may be, determines that the proposed development would be likely to have significant effects on the environment."

KCC has obligations under Article 179 the Planning and Development Act 2000, as amended, to undertake mandatory EIA for specified classes of development, and AA and EIA screening for sub-threshold development for local authority own development.

Where there is a possibility that the development may significantly affect the environment, KCC must prepare information on the development specified under Annex II and Annex III of the EIA Directive and transposed into Irish legislation under Schedule 7A of the Planning and Development Regulations which is the appropriate information necessary to undertake an EIA Screening. This is the information which would typically be presented in a report to inform EIA Screening.

4.3 Relevant Guidance

The EIA Screening was undertaken having regard to relevant guidelines, including:

- EPA (2022): Guidelines on the information to be contained in Environmental Impact Assessment Reports;
- OPR (2021): Environmental Impact Assessment Screening, Practice Note PN02;
- DHLGH (2018): Guidelines for Planning Authorities and An Bord Pleanála on Carrying out Environmental Impact Assessment;
- European Commission (2017): Environmental Impact Assessment of Projects, Guidance on Screening (Directive 2011/92/EU as amended by 2014/52/EU);
- DEHLG (2003): Environmental Impact Assessment (EIA) Guidance for Consent Authorities regarding Sub-Threshold Development; and
- EPA (2003) Advice Notes on Current Practice in the preparation of Environmental Impact Statements.

4.4 Information Sources Used to Inform the EIA Screening

Baseline information to inform the screening exercise is drawn primarily from desk studies. The desk study has drawn information from the following sources:

- Project Development details provided by the design team.
- Environmental Protection Agency (EPA) online interactive mapping tools for water quality data including surface and ground water quality status, and river catchment boundaries. Available at: https://gis.epa.ie/EPAMaps and https://gis.epa.ie/EPAMaps/Water;
- Geological Survey Ireland (GSI) Public Data Viewer; Available at: https://www.gsi.ie/en-ie/Pages/default.aspx;
- Health Safety Authority (HSA) – List of Notified Seveso Establishments; Available at: https://www.hsa.ie/irish/irl%20-%20Sectors/Seveso_11/List_of_Establishments/; (Accessed March 2026)
- Mapping of European Site boundaries and Conservation Objectives for relevant sites, available online from the NPWS; Available at: https://www.npws.ie/protected-sites;
- Department of Housing, Local Government and Heritage, Historic Environment Viewer – Record of Monuments and Places (RMP) and National Inventory of Architectural Heritage (NIAH). Available at: https://www.archaeology.ie/advice-and-support/locate-a-monument-or-wreck/historic-environment-viewer/ (Accessed March 2026).
- Naas Local Area Plan 2021-2027 (KCC) (2021)
- Kildare County Development Plan 2023-2029 (KCC) (2023).
- Information on assessments and conclusions from several reports that are enclosed with the planning application, including:
    - AA Screening Report – Tetra Tech (2026)
    - Ecology Report – Tetra Tech (2026)

- Biodiversity Management Plan – Tetra Tech (2026)
- Climate Action and Energy Statement – Tetra Tech (2026)
- Cultural Heritage Impact Assessment Report – ACSU (2025)
- Infrastructure Design Report – DOBA (2026)
- Site-specific Flood Risk Assessment – DOBA (2026)
- Traffic and Transport Assessment – Systra (2026)
- Mobility Management Plan – Systra (2026)
- Daylight and Sunlight Assessment Report – 3D Design Bureau (2026)
- Construction Environmental Management Plan – AWN Consulting (2026)
- Resource Waste Management Plan - AWN Consulting (2026)
- Operational Waste Management Plan – AWN Consulting (2026)
- Inward Impact Assessment – AWN Consulting (2026)
- Landscape Design Report – Murphy + Sheanon (2026)
- Arboricultural Report – Charles McCorkell (2026)

4.5 Methodology and Assessment

Ascertaining whether the Proposed Development requires an EIA (EIA screening) is determined by reference to mandatory and discretionary provisions set out in Irish legislation. This EIA screening assessment was undertaken having regard to Section 3.2 of the EPA's 'Guidelines on the Information to be contained in Environmental Impact Assessment Report' (EPA, 2022). The assessment also takes into consideration the Department of Housing, Planning and Local Government (DHPLG's) 'Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment' (DHPLG, 2018).

It is important to note that this report has been prepared to provide a sufficient level of information to the competent authority, in this case KCC, on which to base the EIA Screening for the Proposed Development.

4.5.1 Schedule 5 Criteria Assessment Methodology

4.5.1.1 Mandatory EIA – Schedule 5/Annex I and II

Developments which require an EIA for the purposes of Part 10 of the Planning and Development Regulations 2001 (as amended) are outlined under two separate sections, Part 1 and Part 2 of Schedule 5. The schedule of projects listed in Part 1 and Part 2 of Schedule 5 were consulted to determine whether the proposed development required an EIA.

The Proposed Development does not comprise a project listed in Schedule 5, Part 1, of the Planning and Development Regulations 2001 (as amended) and therefore does not require an EIA under Part 1.

Table 4-1 provides a summary of the projects listed Part 2 of Schedule 5, and their applicability to this Proposed Development. Relevant sections if applicable have been shown in red.

Table 4-1: Schedule 5, Part 2 Checklist

Schedule 5, Part 2		Relevant to Proposed Development
1	Agriculture, silviculture and aquaculture	**No**
2	Extractive Industry	**No**
3	Energy Industry	**No**
4	Production and processing of metals	**No**
5	Mineral Industry	**No**
6	Chemical Industry	**No**
7	Food Industry	**No**
8	Textile, Leather, Wood and Paper Industries	**No**
9	Rubber Industry	**No**
10	Infrastructure Projects	**No**
	(a) Industrial estate development projects, where the area would exceed 15 hectares. (b) (i) Construction of more than 500 dwelling units. (ii) Construction of a carpark providing more than 400 spaces, other than a carpark provided as part of, and incidental to the primary purpose of, a development. (iii) Construction of a shopping centre with a gross floor space exceeding 10,000 square metres. (iv) Urban development which would involve an area greater than 2 hectares in the case of a business district, 10 hectares in the case of other parts of a built-up area and 20 hectares elsewhere. (In this paragraph, "business district" means a district within a city or town in which the predominant land use is retail or commercial use.) (dd) All private roads which would exceed 2000 metres in length."	**No,** having regard to: The Proposed Development comprises 234 dwelling units, which is below the 500-unit threshold. The development site area is 8.7 ha, which is below the 10 ha threshold. The length of private road to be constructed is the proposed 626 m Gallops Extension, which is below the 2,000-metre threshold. The proposal also includes upgrades to the existing Gallops Avenue (546 m) to include associated footpaths, cycle path and junction works. The overall length of the road will be 1,172 metres, which is below the 2,000-metre threshold.
11	Other Projects	**No**
12	Tourism and Leisure	**No**
13	Any change or extension of projects listed in Annex I or this Annex, already authorised	**No**
14	Works of demolition carried out in order to facilitate a project listed in Part 1 or Part 2 of this Schedule where such works would be likely to have significant effects on the environment, having regard to the criteria set out in Schedule 7.	**No** (as determined in screening assessment in **Section 4.6**)
15	Any project listed in this Part which does not exceed a quantity, area or other limit specified in this Part in respect of the relevant class of development, but which would be likely to have significant effects on the environment, having regard to the criteria set out in Schedule 7.	**No** (as determined in screening assessment in **Section 4.6**)

Consideration was given to Class 10(b), 14 and 15 of Part 2, as shown in red in **Table 4-1** above**.** Based on the size and design, the proposed development does not fall within any of the thresholds specified under Schedule 5 Part 2; therefore, the proposed development is not a mandatory project for EIA or EIA Screening under Schedule 5.

4.5.1.2 Sub-threshold Assessment

Where the proposed development does not meet, or exceed, the applicable threshold, the likelihood of the proposed development having significant effects on the environment may need to be considered. The discretionary (or sub-threshold) requirements are based on an assessment of the likely significant environmental effects of the proposed development.

The Planning and Development Regulations 2001 (as amended) under Schedule 5 Part 2 Class 15 therefore also includes a requirement for EIA for:

> *"Any project listed in this Part which does not exceed a quantity, area or other limit specified in this Part in respect of the relevant class of development, but which would be likely to have significant effects on the environment, having regard to the criteria set out in Schedule 7."*

Given the nature and type of proposed development, albeit below the threshold, it is considered prudent to undertake an EIA screening assessment, to determine if a full EIA is required. This is outlined in the following sections.

4.5.2 Criteria for Determining if a Development Should be Subject to EIA – Schedule 7

Schedule 7 of the Planning and Development Regulations 2001 (as amended) sets out the criteria for assessing whether or not a development would or would not be likely to have 'significant' effects on the environment. Schedule 7 transposes Annex III of the EIA Directive. These criteria are applied by the Competent Authority when undertaking a screening determination.

The criteria are grouped under the three headings listed below and relate to the information submitted by the applicant under Schedule 7A:

- Characteristics of proposed development;
- Location of proposed development; and
- Type and characteristic of potential impacts.

4.5.3 Information to be Submitted by the Applicant or Developer – Schedule 7A

Schedule 7A of the Planning and Development Regulations 2001 (as amended) sets out the information which the developer or applicant must provide to the Planning Authority and these fall under four broad headings:

- A description of the Proposed Development;
- A description of the aspects of the environment likely to be significantly affected by the Proposed Development;
- A description of any likely significant effects on the environment; and
- The compilation of the information at paragraphs 1 to 3 shall take into account, where relevant, the criteria set out in Schedule 7.

4.5.3.1 Schedule 7A Information

Schedule 7A of the Planning and Development Regulations 2001 (as amended) sets out the information requirements by the applicant or developer for the purposes of screening sub-threshold development for EIA. The requirements and where this information can be found in this report are set out in the table overleaf.

Schedule 7A of the Planning and Development Regulations 2001 (as amended) sets out the information requirements by the applicant or developer for the purposes of screening sub-threshold

development for EIA. The requirements and where this information can be found in this report are set out in **Table 4-2**.

Table 4-2: Schedule 7A Requirements

Schedule 7A Requirements	Where this information can be found
"*1. A description of the Proposed Development, including in particular—* *(a) a description of the physical characteristics of the whole Proposed Development and, where relevant, of demolition works, and* *(b) a description of the location of the Proposed Development, with particular regard to the environmental sensitivity of geographical areas likely to be affected.*	The description of the characteristics of the Proposed Development is set out in **Section 2** (Description of the Proposed Development) above. **Section 3** (Overview of the Receiving Environment) and **Section 4.6.2** (Location of the Proposed Development) covers the location of the Proposed Development and the environmental sensitivity of geographical areas likely to be affected.
2. A description of the aspects of the environment likely to be significantly affected by the Proposed Development.	Refer to **Section 3** (Overview of the Receiving Environment) and **Section 4.6.1** (Characteristics of the Proposed Development) below for a description of the aspects of the environment likely to be significantly affected by the Proposed Development.
3. A description of any likely significant effects, to the extent of the information available on such effects, of the Proposed Development on the environment resulting from— *(a) the expected residues and emissions and the production of waste, where relevant, and* *(b) the use of natural resources, in particular soil, land, water, and biodiversity.*	Refer to **Section 4.6.3** (Type and Characteristics of Potential Impacts) below for the details pertaining to the evaluation of likely significant effects of the Proposed Development on the environment.
4. The compilation of the information at paragraphs 1 to 3 shall take into account, where relevant, the criteria set out in Schedule 7."	Refer to **Section 4.6.1** for the details pertaining to the characteristics of the Proposed Development. Refer to **Section 4.6.2** for the details pertaining to the location of the Proposed Development. Refer to **Section 4.6.3** for the details pertaining to the types and characteristics of the potential impacts associated with the Proposed Development

4.6 Screening Evaluation

4.6.1 Characteristics of the Proposed Development

Sch. 7A Check	Sch. 7	Characteristics of the Proposed Development	Appraisal
2.	**1.(a)**	Size and design of the Proposed Development	Refer to Section 2 above, Description of the Proposed Development, for details of the size and location.
2.	**1.(b)**	Cumulation with other existing development and/or development the subject of a consent for Proposed Development for the purposes of section 172(1A)(b) of the Act and/or development the subject of any development consent for the purposes of the Environmental Impact Assessment Directive by or under any other enactment	The Proposed Development does not have concurrent developments or consents affecting the Proposed Development. The cumulative assessment primarily focuses on the combined environmental effects of a proposed project. No significant effects have been identified within the Proposed Development, described in more detail in various entries below.
2.	**1.(c)**	The nature of any associated demolition work	The demolition scope for the Proposed Development is limited and localised, comprising the removal of one existing shed and short sections of boundary walls and gates as enabling works. None of the items to be removed are protected structures (see Cultural Heritage Impact Assessment Report, ACSU, 2025). Although small in extent relative to the overall development, the demolition will generate a small amount of mixed construction and demolition arisings. Temporary emissions of noise, dust, and vibration are expected, and there is a low potential to encounter hazardous materials or below-ground archaeological deposits. A Construction Environmental Management Plan (CEMP) prepared by AWN Consulting (2026) is submitted as part of the planning application and sets out the mitigation and management measures applicable to the demolition works. The CEMP outlines requirements for waste management, dust and noise control, vibration and monitoring where appropriate, hazardous materials procedures and archaeological contingencies. The shed will be demolished in a controlled, approved sequence, documented in a method statement prepared by the demolition contractor's structural engineer, once appointed. With the application of the CEMP

Sch. 7A Check	Sch. 7	Characteristics of the Proposed Development	Appraisal
			measures and the contractor's method statement, impacts from the limited demolition works are expected to be temporary, localised and mitigable. No significant effects on the environment are anticipated.
2.	**1.(d)**	The use of natural resources, in particular land, soil, water and biodiversity	**Use of Natural Resources** While the permanent loss of a portion of agricultural land remains unavoidable, the designed-in measures and application of standard and best practice measures will ensure that impacts on natural resources is minimised. **Ground Conditions and Contaminated Lands** The Resource Waste Management Plan (RWMP), prepared by AWN Consulting (2026) cited identified localised Made Ground across parts of the site, with trace of chrysotile asbestos detected in one trial pit, by Ground Investigations Ireland (2024/2025). Any suspect or contaminated material encountered during the works will be segregated from clean / inert material, tested, and classified as either non-hazardous or hazardous in accordance with the EPA publications and statutory guidance as well as the requirements of the RWMP. All asbestos and any other contaminated/ hazardous materials will be taken by a licensed contractor to a suitably licensed facility. **Excavation Volumes and Resource Waste Management** The RWMP describes that approximately 38,547m^3 of material is estimated will need to be excavated. Reuse of excavated material on-site will be determined at detailed design stage, subject to material suitability testing; material deemed suitable for use on site will be temporarily stockpiled and reused. Excavated material requiring off-site transfer will be sent for appropriate reuse, recovery, recycling, or disposal at licensed facilities, consistent with the waste hierarchy. **Soil, Surface Water and Pollution Controls** Potential effects on soils and surface water are localised and will be controlled by measures as outlined in the CEMP and RWMP. Temporary surface water controls, including settling basins, silt fences and controlled pump discharges, together with secure bunded refuelling locations and routine drain inspections, will control sediment during construction. **Biodiversity Resource**

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			The existing greenfield site has a relatively low biodiversity/ ecological value, and comprises mainly semi-natural grassland habitat, including the presence of invasive bluebell, however there is potential bat activity across the site, which can be impacted by permanent lighting installed as part of a development, and some trees will be removed. The biodiversity resource will be managed through pre-construction ecological surveys, an Invasive Species Management Plan, species-appropriate timing and avoidance measures, and native-focused landscape reinstatement and enhancement measures, as outlined in the Project Description. The Landscape Plan includes for tree planting to compensate for lost tress and protection of existing trees during construction is included for in the design. The Lighting Strategy will also take account of potential impacts on bats. **Summary Use of Natural Resources** The construction of the Proposed Development will permanently convert a largely greenfield site to a large residential development. With implementation of the designed-in measures, the application of standard and best practice construction measures outlined in the CEMP and RWMP, as well as appropriate ecological management plans and controls described above, the use of and impacts on natural resources will be minor and at the local scale. Additionally, the applicant has received CoFs in relation to water supply and wastewater capacity for the Proposed Development, indicating that there is sufficient capacity to service the development operationally.
2.	**1.(e)**	The production of waste	The construction phase will generate typical construction and demolition (C&D) wastes including timber, masonry (brick and concrete), metal, glass, plastics, roofing materials, electrical cabling, soil/subsoils, etc) Hazardous wastes, including asbestos-contaminated material identified during the works, will be segregated and managed under license by suitably authorised contractors with requisite air monitoring and certification. Waste minimisation and resource reuse will be implemented from the outset. Recoverable materials will be extracted for on-site reuse where suitable, otherwise segregated for off-site beneficial reuse or recycling. Mixed (C&D) arising will be separated on site into stockpiles for reuse, recycling, and residual disposal. Hazardous materials will be isolated, packaged and removed only by licensed contractors in accordance with statutory requirements and EPA guidance. The Resource and Waste Management Plan (RWMP) set out the current estimated waste volumes, anticipated reuse opportunities, management options and waste-tracking procedures to ensure lawful handling. The RWMP will be kept current throughout the project lifecycle to capture updated quantities and opportunities for increased reuse/recycling.
2.	**1.(f)**	Pollution and nuisances	Standard, temporary/ short-term construction emissions and nuisances will arise during the construction phase. These will include airborne dust, construction noise and vibration, increased vehicle movements for

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			deliveries, haulage of materials on- and off-site, and plant manoeuvring. The primary pollution risks would relate to accidental fuel or chemical spills associated with plant and material handling (e.g. oil, lubricants), encountering and managing hazardous materials (e.g. trace asbestos), and sediment runoff or settlement in surface water drains from stockpiles and excavations. These effects will be mitigated against through the measures set out in the CEMP and the RWMP prepared by AWN Consulting (2026). Specific controls to be implemented include e.g. dust suppression and wheel-cleaning points; working-hour restrictions and noise control measures; secure, bunded refuelling areas, spill kits and refuelling protocols; standard pollution control measures (e.g. bunding, controlled refuelling, spill response and routine inspections); and the preparation of a Surface Water Management Plan which is required to be prepared prior to construction. These measures will be applied consistently through the construction programme and monitored to ensure effectiveness and maintained to ensure that the risk remains low throughout construction. Standard and best practice construction mitigation measures are set out in the CEMP and RWMP and will be implemented by the contractor for all construction activities.
2.	**1.(g)**	The risk of major accidents and/or disasters which are relevant to the Proposed Development concerned, including those caused by climate change, in accordance with scientific knowledge	The Proposed Development will be delivered using standard, established construction methods; no novel techniques are proposed. The Proposed Development will be constructed and operated in compliance with applicable health and safety legislation, including: • Safety, Health & Welfare at Work Act 2005; • Construction Regulations (2006–2019) and related General Application Regulations (2007–2016). All works will be undertaken in accordance with the project CEMP and RWMP to control construction emissions. Primary construction-phase hazards are local and predictable: potential for fuel or oil spills, mobilisation of contaminated soils (including trace chrysotile asbestos identified at Trial Pit 1), sediment- and concrete-laden runoff, fires, traffic incidents and temporary-works failures. Storm events could cause intense temporary-duration rainfall and high winds. The Site-Specific Flood Risk Assessment prepared by DOBA, confirms the finished floor and road levels are substantially above predicted flood levels, confirms the site lies within Flood Zone C with no fluvial risk, no pluvial flood extents, and the design commits to SuDS measures to further ensure no contribution to flood risk. Below-ground works, including provision of ESB underground cabling, do not constitute major accident hazards. All works are temporary and will be managed under the CEMP; consequently, the overall likelihood of a major accident is low. Controls to eliminate or reduce these typical construction-phase hazards are defined in the CEMP and RWMP and include secure, bunded fuel storage and controlled refuelling procedures, spill kits and emergency

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			response protocols, licensed removal and handling of asbestos and other hazardous materials, sediment traps and temporary settling basins, designated concrete-washout facilities, preparation of the a Surface Water Management Plan for the construction phase, and dust and noise control measures. While construction traffic measures are set out in the CEMP, it is further recommended that a detailed Construction Traffic Management Plan (CTMP) be prepared by the main contractor prior to construction in accordance with the best practice and guidelines set out in the CEMP. It will set also out defined haul routes and consider the management of construction traffic safety both-on site and off-site for the surrounding local community. With full implementation of the CEMP and RWMP measures, the risk of a major accident or disaster is considered to be low during construction and operation.
2.	**1.(h)**	The risks to human health (for example, due to water contamination or air pollution)	The risk to human health from the Proposed Development is considered to be low. Construction will employ standard, established methods and no novel techniques. All construction works will be carried out in accordance with site-specific requirements outlined in the CEMP (AWN Consulting, 2026) and applicable health and safety legislation, and through the designed-in measures in terms of the permanent surface water management/drainage, SUDS measures, wastewater connection and operational waste management. Temporary construction nuisances such as noise and vibration will occur but will be controlled to acceptable levels through the CEMP. These measures outlined in the CEMP will limit disturbance to nearby receptors. Trace chrysotile asbestos detected at TP1 and any other contaminated materials will be managed under a site-specific Hazardous/Contaminated Soil and Asbestos Management Plan. Licensed contractors will undertake removal, appropriate packaging and off-site disposal, with requisite air monitoring and verification sampling completed prior to re-occupation of affected areas to prevent worker or public exposure. Construction-phase water and air pollution risks (for example hydrocarbon spills, concrete washout, silt-laden runoff and fugitive dust) are identified and are controlled by the CEMP measures. Controls include designated concrete washout areas, bunded refuelling and spill response equipment, temporary sediment controls (settling basins, silt fences and inlet protection), wheel-wash facilities and routine inspections. With these measures implemented and monitored, the likelihood of significant water or air quality impacts is low. Flood risk has been assessed in the Site-Specific Flood Risk Assessment prepared by DOBA (2026). The report concluded that there would be no risk to human health, stating "*the proposed floor and road levels have been demonstrated to be substantially above the nearest predicted flood levels, and the entire proposed site is within Flood Zone C lands with negligible risk of flooding."* No significant effects are therefore anticipated as a result of the construction of the Proposed Development.

4.6.2 Location of the Proposed Development

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	2.	The environmental sensitivity of geographical areas likely to be affected by the Proposed Development, with regard to -	
1.(b). **2.**	**2.(a)**	The existing and approved land use	As described in the Planning Report for the planning applications, the following land-use zoning designations of the Naas Local Area Plan (2021-2027) apply to the subject site: • ***C: New Residential (R1.6)*** *— objective: "To provide for new residential development."* All residential units are proposed on lands zoned C. Residential use is permitted in principle within this zoning. • ***L: Leisure and Amenity*** *— objective: "To provide for leisure and tourism facilities within the town."* The proposed childcare facility will be located on land zoned L. Childcare is *"open for consideration"* in this zoning, and details of the design, capacity and supporting infrastructure and facilities are provided in the planning application materials. • ***F: Open Space and Amenity*** *— objective: "To protect and provide for open space, amenity and recreation provision."* The proposal will deliver an extension to Gallops Avenue and a pedestrian link at the south-west corner of the site and also makes provision for another pedestrian link on the west to be facilitated.
1.(b). **2.**	**2.(b)**	The relative abundance, availability, quality and regenerative capacity of natural resources (including soil, land, water and biodiversity) in the area and its underground	**Soil** Construction will permanently seal soils beneath buildings, roads and paved areas. Earthworks therefore present the following predictable risks: localised erosion and sediment mobilisation, and disturbance or exposure of contaminated made ground during excavation and handling. These risks will be managed by the standard and best practice measures as outlined in the RWMP. Soil stripping will be phased and undertaken under supervision; topsoil and other suitable excavated materials will be temporarily stockpiled for reuse as fill where possible. Unsuitable or contaminated material will be segregated and removed by licensed contractors for appropriate off-site recovery or disposal in accordance with regulatory requirements. The c.8.7 ha site is zoned appropriately to accommodate the Proposed Development and is already partially disturbed; the project will convert greenfield land to urban residential use, a permanent change consistent with planning policy. Temporary construction impacts (compaction, laydown footprints, vehicular movements and local disturbance) will be minimised by restricting compound areas, phased working, protective fencing, and prompt reinstatement of temporary areas. Reuse of excavated material arising during construction, and well-maintained public open spaces, will maximise amenity post-development, but

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			the land-use change itself is permanent and represents a moderate localised change that is however appropriate to the site's zoning objectives. **Water** The nearest mapped watercourse to the site is a tributary of the Morell River (WFD Code: MORELL_020), located approximately 340m to the north of the site. The Morell_020 waterbody is classified by the EPA as being "At Risk" under the WFD, with hydro morphological pressures identified as the significant pressure. The site also lies within the River Liffey Catchment and within the Kilcullen groundwater body, and within an area mapped by the GSI as an area of relatively high groundwater vulnerability. There is no mapped surface-water channel crossing the site and no direct hydrological or morphological linkage between the proposed works and the Morell_20 waterbody (the Morell sub-catchment lies north of the local catchment divide). Given that the Morell_020 waterbody's current "At Risk" status is driven by hydro-morphological pressures, and there is no hydrological or morphological link between the Proposed Development and this waterbody, the Proposed Development will not contribute to the identified significant pressure on Morell_020. In the absence of controls and mitigation, construction earthworks and site activities could generate sediment and suspended solids in waterways, hydrocarbons and other pollutants that could affect surface water and groundwater. To mitigate these risks, the project includes comprehensive construction-phased and operational controls. A site-specific CEMP and RWMP for construction as well as designed-in measures such as surface water management and SuDS, and temporary surface water management during construction will be in place, as described in the Infrastructure Design Report and the CEMP. **Biodiversity** Desktop and field surveys by Tetra Tech carried out as part of the AA Screening and Ecological Impact Assessment confirm the site is of low ecological value for protected habitats but contains valuable linear elements and features: intact hedgerows, mature trees/vegetation, and areas of invasive ornamental species. Linear boundary features provide potential commuting/foraging routes for bats and support nesting birds. Direct impacts from the Proposed Development will be limited to localised loss and fragmentation of non-protected habitats, temporary disturbance to breeding birds and bats, and a risk of spreading invasive species or causing indirect pollution to adjacent retained habitats if not managed. The CEMP states that an Invasive Species Management Plan will be prepared and implemented prior to site clearance, bat surveys will be undertaken in the appropriate season, and vegetation clearance will take place outside of the breeding bird season.

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			With the implementation of the CEMP measures, the Proposed Development will avoid significant adverse effects on protected species and habitats. Any unavoidable permanent loss of mature features will be minimised.
1.(b); 2.	**2.(c)**	The absorption capacity of the natural environment, paying particular attention to the following areas:	
		(i) Wetlands, riparian areas, river mouths	There are no wetlands, riparian areas or river mouths within or in direct proximity to the Proposed Development.
		(ii) Coastal zones and the marine environment	The Proposed Development is located approximately 35 km inland, not in proximity to any coastal zone or the marine environment.
		(iii) Mountain and forest areas	There are no mountain or forest areas in direct proximity to the Proposed Development.
		(iv) Nature reserves and parks	There are no natural reserves or parks in direct proximity to the Proposed Development.
		(v) Areas classified or protected under legislation, including Natura 2000 areas designated pursuant to the Habitats Directive and the Birds Directive	There are no European Sites are located within the Proposed Development's red-line boundary. The nearest European site is the Poulaphouca Reservoir SPA (site code: 004063), located approximately 0.95 km southeast of the Proposed Development. The nearest SAC is the Rye Water Valley / Carton SAC (site code: 001398), located approximately 17.9 km to the north. An Appropriate Assessment (AA) screening report prepared under separate cover by Tetra Tech, considered the zone of influence for the project. The AA Screening concludes that the Proposed Development is not directly connected with or necessary for the management of any European site and would not, either alone or in combination with other plans or projects, give rise to Likely Significant Effects on the conservation objectives or qualifying interests of any European site. The AA Screening concluded a Stage 2 Natura Impact Statement is not required.
		(vi) Areas in which there has already been a failure to meet the environmental quality standard, laid down in Union legislation and relevant to the Proposed Development, or in which it is considered that there is such a failure	A desktop review of published environmental monitoring resources (EPA Maps, GSI Mapping, Naas and Kildare Local Area and County Development Plans) identified no locations within the site red-line or its immediate environs where EU environmental quality standards have been breached or where such a failure is considered to exist and be relevant to the Proposed Development. In particular, no surface-water body, groundwater body, or air quality zone within the study area was found to have outstanding breaches of Union Standards that would constrain the Proposed Development.
		(vii) Densely populated areas	The site of the Proposed Development is predominantly greenfield and zoned principally for residential development as described above. The immediate surroundings are also residential in nature: Kings Court

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			forms the Northern boundary, Kingsfurze Avenue lies to the West, Woodlands to the South, a public green space sits to the Southwest, and Naas Racecourse is to the East.
		(viii) Landscapes and sites of historical, cultural, or archaeological significance	The site of the Proposed Development lies within the Northern Lowlands Landscape Character Area, which the Kildare County Development Plan 2023 – 2029 classifies as Class 1 (Low Sensitivity). This designation indicates the landscape can accommodate change without widespread harm to its character. The Proposed Development will introduce a residential built form that is consistent with the site's zoning and the surrounding urban fringe context. Expected effects are limited and localised: permanent loss of the existing greenfield character within the footprint, incremental change in local landscape pattern through the construction of buildings, roads, and planting, and potential temporary disturbance during construction. These effects are addressed through the embedded design measures and mitigation set out in the Cultural Heritage Impact Assessment, the CEMP and the Landscape Design Report (Murphy and Sheanon, 2026). The Cultural Heritage Impact Assessment (ACSU, 2025) describes no recorded heritage assets (protected structures, archaeological monuments or standing ruins) within the application red-line. The site is not within, and is not adjacent to, any Architectural Conservation Area. Field and desk assessment identified no features of high archaeological or architectural significance within the development footprint. Expected effects are limited and localised: permanent loss of the existing greenfield character within the footprint, incremental change in local landscape pattern through the introduction of buildings, roads and planting, and potential temporary disturbance during construction. These effects are addressed through the embedded design measures and the mitigation set out in ACSU's Cultural Heritage Impact Assessment (2025) which recommends mitigation measures if archaeological finds are identified. Effects are limited to a permanent, localised change from greenfield to residential development within the site footprint, which will be mitigated by the proposed landscape and heritage management measures detailed under the above reports. Overall, the site is considered to have low landscape and cultural heritage sensitivity.

4.6.3 Type and Characteristics of Potential Impacts

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	3.	The likely significant effects on the environment of Proposed Development in relation to criteria set out under paragraphs 1 and 2, with regard to the impact of the project on the factors specified in paragraph (b)(i)(I) to (V) of the definition of 'environmental impact assessment report' in section 171A of the Act, taking into account—	
3.	**3.(a)**	The magnitude and spatial extent of the impact (for example, geographical area and size of the population likely to be affected)	**Population & Human Health** Construction phase impacts on population and human health have been assessed in accordance with EPA guidance and are predicted to be localised, short-term, and not of significant magnitude. Effects (noise, dust, vibration and construction traffic) will principally affect receptors within approximately 500 m of the site, with the greatest exposure likely to affect the nearby residences (Kings Court to the north, Kingsfurze Avenue to the west, Woodlands to the south), users of the adjacent public green space (south-west) and road users on local approach routes. These receptors are typical residential and recreational receptors and are judged to be moderately sensitive to temporary nuisance. Peak construction activities and plant movements will produce the highest levels of disturbance; these will be intermittent and spatially constrained, so that some local streets and properties (those immediately adjacent to active works) will experience higher effects while the majority of the wider neighbourhood will be subject to lower or negligible disturbance. Implementation of the CEMP, including BS 5228 noise controls, working-hour restrictions, dust suppression and wheel-wash, implementation of a detailed Construction Traffic Management Plan, will mitigate construction impacts. Construction-phase impacts on population and human health are considered not significant at the local or regional scale, with effects confined predominantly to a limited number of nearby receptors and haul routes for the duration of works. Operational-phase effects on air quality, noise and traffic are considered to be not significant. The completed development will be consistent with the existing residential context **Biodiversity** Ecological effects are local in extent, confined primarily to on-site habitats (recolonising bare ground, semi-natural grassland (improved, dry meadow and grassy verges, scrub, ornamental/non-native shrub, etc) and immediately adjacent linear features such as the boundary hedgerows. Permanent land-take will comprise of the built footprint and supporting infrastructure within the site boundary. An Ecology Report prepared by Tetra Tech confirmed that no on-site bat roosts were present;

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			therefore, the spatial extent of faunal disturbance is local (site-level). The potential for construction-phase pollution generation is a site-level risk with no direct hydrological pathways to the nearest watercourses. In population terms, affected bird, bat and non-volant mammal numbers are small: the Ecology Report outlines the bat population potentially impacted is much less than 1% of the local population (as per NRA, 2009 guidance), so population-level impact is very low. **Land & Soil** The Proposed Development will permanently convert 8.7ha of predominantly greenfield land with limited areas of made ground, minor structures (a shed) and sections of boundary wall/fencing to residential use and associated infrastructure. This is a local land-use change is consistent with the Naas LAP zoning objectives. Enabling and foundation site works will generate excavated materials and produce localised soil disturbance with potential for sediment runoff. The site has recorded trace chrysotile in one trial pit. The localised soil resource and alteration of the ground surface within the site is therefore localised in extent. **Water** Through standard best practice and design the magnitude of effects on water are not deemed significant during the construction phase. Runoff from site will be managed by the contractor as part of the CEMP and the Surface Water Management Plan that will be prepared prior to construction, to prevent any poor-quality water being discharged from the site during the construction phase. The Site-Specific Flood Risk Assessment (FRA) undertaken by DOBA confirms that the site is fully located within Flood Zone C and is not at risk of pluvial, fluvial, or groundwater flooding. The proposed surface water drainage strategy, incorporating SUDs, is designed to effectively manage runoff rates and mitigate potential flood risks. Therefore, potential effects on surface water bodies are deemed not significant. The spatial extent of potential impacts on groundwater is limited to the underlying GWB and deemed not significant with the implementation of water management measures on site. **Air, Climate & Noise** In consideration of the site specific data and design assumptions set out in the Climate Action and Energy Statement (Tetra Tech, March 2026) and the Inward Noise Impact Assessment (AWN Consulting, March 2026), the spatial extent of likely impacts is local and confined to the development footprint and its immediate environs (existing residential estates to the North, West and South, and the Gallops Avenue alignment to the Northwest). The resident population directly affected comprises the proposed scheme and

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			a small number of existing nearby households immediately adjacent to the red line. Construction-phase airborne emissions (dust and particulates), combustion GHGs and noise will be confined to the red-line and haulage routeing corridors and therefore affect receptors within a few hundred metres of active works; these effects are temporary (AWN Consulting modelling) and spatially constrained. Operational noise effects are limited to a subset of facades directly fronting or perpendicular to the Gallops Avenue alignment; AWN Consulting model outputs identify these facades and recommend glazing and ventilation to achieve acceptable internal levels, indicating that the operational spatial footprint of measurable significant effects of inward noise is limited to those units and their immediate external amenity spaces. Construction-phase impacts are assessed as small to moderate in magnitude at local receptor locations without mitigation (temporary increases in noise and short-term deterioration in local air quality from dust/particulates), but reversible on cessation of works and reducible to minor/negligible through the standard controls identified in the Climate Action and Energy Statement and the project CEMP/RWMP (Tetra Tech, March 2026) and in the AWN Consulting noise mitigation strategy (e.g. Improved glazing, ventilation). Operational magnitude is low for the majority of the development; where AWN Consulting predicts elevated façade levels, the effect is localised to that subset of dwellings and is of minor magnitude once the specified glazing and ventilation measures are implemented (AWN Consulting, 2026). In summary, both reports indicate impacts are geographically local (site and immediate surroundings) and, for the population likely to be affected (future residents and adjacent households, approximately several hundred persons), of temporary small–moderate magnitude during construction. No significant operational effects are anticipated in relation to air, climate and noise. **<u>Material Assets (transport & services)</u>** Residential receptors are sensitive to noise, air quality and access change; highway receptors are moderately sensitive to peak traffic. The size and scale of effects are local and of limited magnitude. Vehicle trip generation using 2022 census data is c. 197 two-way vehicle trips (AM) and c. 154 two-way vehicle trips (PM peak) and it is this higher level of trip generation figures that have been used for the assessment of the road network (Systra, TTA, 2026). Construction will produce temporary small-moderate impacts (HGV/plant movements, short-term lane occupation and localised delays) at worksites and junctions; these effects are reversible upon completion of construction. Operational impacts across the wider modelled network are predominantly low: NaasMi25 outputs show neutral to improved performance on primary road corridors when the Gallops Avenue link is delivered, with the main local operational disbenefit limited to increased signal delay at the New Tipper Road junction. Spatially, measurable effects are confined to within the boundary of the Proposed Development, the Gallops Avenue Link alignment and immediate feeder corridors and the immediate junctions. Much of the wider study area experiences neutral or improved conditions. Receptors affected are future residents and

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			creche staff, adjacent existing households, road users on the immediate network and vulnerable road users (pedestrians, cyclists). With the implementation of the detailed CTMP, construction traffic impacts will be mitigated and are deemed not significant. **Archaeology & Cultural Heritage** Potential archaeological impacts are localised in extent and limited to the development site. As there are no recorded features or monuments within the red line boundary, the sensitivity of the development is relatively low from a heritage perspective. The application of the mitigation described in the Cultural Heritage Impact Assessment and the CEMP will mitigate impacts and ensure proper recording of any finds; with these mitigations implemented, the potential impacts are deemed not significant. **Landscape & Visual** Landscape and visual impacts are primarily short-range, affecting the immediate neighbourhood and nearby viewpoints; long-range visibility is limited by the urban edge and retained vegetation. The site sits within a low-sensitivity landscape character area as identified in the Kildare 2023-2029 CDP and will include retention of boundary vegetation together with significant new planting as set out in the Landscape Plan, and public open space. The magnitude of temporary construction visual impacts from compounds and vegetation removal are minor and with the proposed landscape mitigation (Landscape Plan) implemented, the operational visual effect will be positive and provide local amenity and place-making benefits. Further, a Daylight and Sunlight Assessment Report has been prepared for the Proposed Development by 3D Design Bureau (2026) which deemed that daylight is unlikely to be significantly affected for surrounding properties as a result of the Proposed Development. A 'Sun on Ground' study assessment of the effect on sunlight in the rear gardens of 15 neighbouring properties along King's Ct, Kingsfurze, was also conducted; the findings consistently show that the Proposed Development's massing and separation distance maintain sunlight access to these gardens, resulting in a negligible impact on all 15 assessed spaces.
3.	**3.(b)**	The nature of the impact	**Population and Human Health** The construction of the Proposed Development, which is anticipated to take c. 24 months to complete, will involve the use of machinery on-site, as well as construction-related vehicles travelling to and from site. This may give rise to short term effects on population and human health from noise, dust, vehicle emissions and traffic. The noise associated with construction has potential to impact on the neighbouring properties for the duration of the works. Any dust generation is likely to result in slight adverse effects on population and human health over a brief to temporary duration; most impacts will be concentrated at the site boundary and immediate approaches and are reversible once works cease. The construction compound is

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			also located on the Naas Racecourse side of the development boundary where there are no existing residences, which will help limit exposure to some construction emissions. Best practice measures, which are outlined in the Contractor's CEMP, will be implemented during the construction phase (including dust suppression measures and adherence to criteria relating to permissible construction noise levels, and specified working) will reduce potential effects on human health. Effects on human health during construction will not be significant. While trace asbestos was found on site in one trial pit, this is unlikely to lead to any significant health effects, as hazardous waste and materials will be managed in line with the standard best practice measures outlined in the CEMP and RWMP, which includes a pre-demolition audit and hazards checks, and removal of hazardous materials by a licensed contractor to a suitably licensed facility. Operational effects to air quality, noise, traffic, water supply/wastewater are expected to be not significant. **Biodiversity** The ecological receptors affected are on-site habitats within the red-line and immediately adjoining linear features: mature hedgerows, treelines and scattered trees that provide local structural habitat, bat commuting/foraging resources (however no bat roosts were identified within the site boundary) and nesting/foraging habitat for birds. An ornamental invasive species (Spanish bluebell/hybrid) is present in hedgerows. These features are of low intrinsic conservation value at national/international scales but are locally important as linear habitat and movement corridors. The biodiversity aspects affected include: (a) terrestrial habitats (small areas of improved grassland, recolonising ground, scrub and hedgerow) - subject to permanent land-take and localised fragmentation; (b) fauna behaviour and use (temporary disturbance of bats, birds and other fauna from noise, vibration, lighting and human presence during construction); and (c) biosecurity (risk of spread of invasive plant material during site works). All these effects are adverse (negative) in character. Spatially they are confined to the site footprint and immediate margins; magnitude is low because affected habitats are common and loss/alteration is limited in area. There are no European Sites with or adjacent to the Proposed Development. As described in the AA Screening Report, through an assessment of the source-pathway-receptor model, which considered the zone of influence of effects from the Proposed Development and the potential in-combination effects with other plans or projects, it has been objectively concluded that no significant adverse effects on the Conservation Objectives or Qualifying Interests of nearby European sites will occur as a result of the Proposed Development. With the implementation of mitigation in the Ecology Report (Tetra Tech, 2026) and the CEMP, including pre-works bat surveys, timing of vegetation removal to avoid the breeding season, retention and protection

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			of hedgerows/trees where feasible, sensitive construction and operational lighting design, preparation of an Invasive Species Management Plan before site clearance, and designed-in nature-based SuDS and native planting, construction and operational impacts are considered to be not significant. **Land and Soils** Construction will involve soil stripping, excavation, temporary stockpiling, import/export of materials and permanent sealing of soils beneath buildings/roads. The principal issues are loss of topsoil and subsoil functions within the developed footprint, potential for erosion from stockpiles/excavations and sediment mobilisation during earthworks, and the presence of made ground with trace asbestos. While these construction impacts are negative in nature, they are localised in extent to the development footprint. Best practice standards, environmental guidelines and control measures defined in the CEMP and adhered to in order to reduce the likelihood of potential impacts on soil quality and ensure adherence to pollution control; therefore, significant effects are not anticipated. **Water (surface & groundwater)** Construction and operational water quality impacts are localised to the development site. Construction risks are negative and include potential for sediment-laden runoff and accidental pollution from fuel or oil if not appropriately managed, given the site's high groundwater vulnerability. However, the development site is not hydrologically connected to the nearest watercourses (Castlesize Stream and Morell_020 water body). The FRA confirmed the development site is not at risk of flooding and is located wholly within Flood Zone C. The mitigation and construction controls, as outlined in the CEMP and RWMP include for the preparation of a Surface Water Management Plan for the construction phase and prior to the commencement, showing the site layout, drainage pathways, and any potential surface water and groundwater receptors; this will be prepared in accordance with IFI guidelines and all other relevant best practice guidance. Significant dewatering is not anticipated with the exception of pump out of water collected in excavations which may occur after storms of heavy rain events. This will be managed in line with the CEMP measures. Designed-in permanent measures include surface water drainage and piped network strategy along with a SuDS strategy with nature-based solutions integrated. Construction and operational impacts are considered to be not significant. **Air, Climate and Noise** Construction will generate temporary, localised impacts to air quality from dust generation, and noise and

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			vibration impacts associated with earthworks, plant and HGV movement; these effects will be concentrated at immediately adjacent to the site and busiest work fronts which are reversible on cessation of works. The implementation of best management practices (e.g., dust suppression activities), however, will minimise the generation of dust during the construction phase. While the nature of the effect will be negative, with the adoption of these measures, it is anticipated that the dust produced would not cause a significant effect on the environment. The management of dust will be in line with best practice such as that set out in the CEMP, which sets out the requirements for dust deposition monitoring and mitigation. The duration of the construction phase is also short term and therefore the effect will be not significant. Construction climatic impacts include minor emissions of greenhouse gases to the atmosphere from truck and construction vehicle movements and the operation of site construction equipment; however, a significant effect is not considered likely given the scale and size of the Proposed development. During the operational phase, there will be no significant emissions to air. A Climate Action and Energy Statement (Tetra Tech, 2026) confirm the development incorporates fabric efficiency, low-carbon heating options and sustainable transport measures to reduce operational greenhouse gas emissions. The construction phase of the Proposed Development has the potential to increase noise levels in the area immediately surrounding the site. Best practice noise and vibration control measures will be employed by the contractor during the construction phase. The nature of this effect will be negative, however, best practice in the form of the implementation of noise and vibration measures detailed in the CEMP (which includes BS5228 –1&2:2009 + A1 2014, Code of Practice for the Control of Noise and Vibration on Construction and Open Sites) will be adopted during the construction phase in order to minimise the noise generated by construction activities and nuisance to neighbours. During the operations phase, there will be no significant noise and vibration effects from the Proposed Development. **Material Assets (transport, utilities and services)** Systra's Traffic and Transport Assessment (2026) concludes that construction will generate a temporary increase in HGVs and deliveries which, without mitigation measures, could cause short-term localised congestion and safety concerns. The CEMP sets out high-level construction traffic measures however a detailed Construction Traffic and Transport Management Plan (CTMP) has not been prepared at present. Therefore, a detailed CTMP will be prepared by the appointed contractor before construction in accordance with standard best practice and guidelines (to include HGV routing, delivery windows and sensitive timing considerations such as school drop-off and pick-up times) to mitigate potential construction traffic impacts in the surrounding environs.

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			For the operational phase, Systra's 2025 report outlines their use of the Naas VISSIM model to show that the delivery of the Link Road junction improvements and implementation of the submitted Mobility Management Plan (MMP) would result in modest, manageable effects – many corridors exhibit reduced queuing and journey times and any localised delay is minor and offset by work benefits. On that basis, operational traffic impacts are considered not significant. **Archaeology and Cultural Heritage** The existing environment (two long-established agricultural fields with limited above-ground indicators) and proximity of recorded burial features near to the Proposed Development site indicates potential for archaeological deposits or features to be discovered during enabling and construction works. Activities for the enabling works, topsoil stripping, trenching for services, foundations and road/footpath construction would be local in extent and concentrated where ground disturbance occurs. The principal risks are physical damage or removal of buried archaeological deposits, including human remains. The potential impacts are limited to the development site and will be managed during the construction phase through the implementation of the cultural heritage mitigation set out in the CEMP and Cultural Heritage Impact Assessment. No significant negative effects on archaeology and cultural heritage will occur during the operational phase. **Landscape and Visual** The site is within a low-sensitivity Northern Lowlands landscape character area and is bounded by existing residential development, limiting long-range visual exposure. Construction will cause temporary adverse visual effects (compounds, machinery, vegetation clearance); operational change is a permanent conversion from greenfield to residential. Design mitigation includes retention and protection of retained boundary vegetation where feasible, the proposed landscape strategy which includes for native tree and hedge planting, green infrastructure and well-integrated open spaces, use of appropriate materials and building heights to respect local character (as this LRD is a low-level development with no apartment block taller than three storeys), and staged construction to minimise exposed cleared areas. As the design landscaping matures, the Proposed Development will integrate with the existing residential surroundings. The Landscape Plan states that a proactive inspection regime will be implemented to ensure the ongoing safety and quality of the landscape operationally, including regular visual inspections to monitor cleanliness, plant health and general condition, with prompt remedial action as required.
3.	**3.(c)**	The transboundary nature of the impact	Due to the location and nature of the Proposed Development, there is no risk of transboundary effects.

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3.	**3.(d)**	The intensity and complexity of the impact (significance)	The majority of potential impacts from the Proposed Development are associated with the construction phase (i.e. approx. 24 months). Therefore, given the short-term duration of the works and scale of the Proposed Development, in addition to the implementation of appropriate best practice measures and the CEMP, it is not anticipated that Proposed Development will result in intense or complex effects on the receiving environment. In addition, intense and complex effects are unlikely to occur during the operational phase. A summary of the significance of effects is provided below. **Population and Human Health** • Construction Phase: Localised slight negative nuisance from dust, noise and vibration; without mitigation effects could be slight-moderate at nearest receptors. With CEMP measures implemented, significant effects are not anticipated. • Operational effects are anticipated to be neutral; the Proposed Development, being residential in nature, is consistent with existing land use zoning objectives and with the existing adjacent residential developments, with a positive impact anticipated in terms of broader provision of housing and childcare capacity. **Ecology / Biodiversity and Natura 2000 sites** • Construction Phase: Slight impact resulting from permanent loss of improved grassland and some tree removal, but limited to common, non-protected or designated habitats. There are locally important features in terms of hedgerows (amenity value and bird nesting) which are to be retained where feasible, and bats utilise the area for foraging/commuting. Invasive species management is also required (i.e. Spanish Bluebell). These effects are manageable through pre-commencement surveys, timing of vegetation clearance outside the breeding bird season, preparation of a Biodiversity Management Plan as part of the planning application, and the preparation of an Invasive Species Management Plan and implementation of it prior to site clearance works. With the implementation of these measures, the impacts are considered not significant when mitigation is implemented. • Operational effects are anticipated to be neutral, and slightly positive with the implementation of the Landscape Plan and the Biodiversity Management Plan; the Landscape Strategy seeks to protect existing green infrastructure and enhance biodiversity through the retention of mature hedgerows and trees, supplemented by additional native planting, including tree planting along the link road corridor and within public open spaces, strengthening ecological connectivity across the site. **Water (hydrology and geohydrology)**

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			• Construction Phase: Slight impact during the construction activities (e.g. sediment mobilisation, management of potential pump-out of water collected in excavations, management of routine construction site discharges). These can be mitigated through the design and controls outlined in the CEMP/RWMP and preparation of a Surface Water Management Plan as set out in the CEMP. • Operational Phase: Flood risk to the Proposed Development is negligible as the FRA confirms the development is wholly within Flood Zone C, finished floor levels are substantially above the nearest predicted flood levels. Implementation of the design and SUDS (adapted for flood and surface water management) throughout the site for surface water drainage network ensures that there will be no increase in pluvial flood risk as a result of the Proposed Development. **Land and Soils** • Construction Phase: Slight negative impact due to the permanent sealing of soils as a result of building the Proposed Development, however it is local in extent and consistent with the site's land use zoning. Implementation of standard and best practice measures including the CEMP and RWMP will ensure that local impacts such as management of excavated material and waste streams (including hazardous materials) are manageable. Construction phase impacts are considered not significant. • Operational Phase: No significant effects are anticipated during the operational phase of the development. **Landscape and visual** • Construction Phase: Slight to moderate negative impacts during construction, as construction activities will produce temporary, locally moderate visual effects, comprising e.g. vegetation clearance, removal of some tress as per the Tree Removal Plans (and protection of other trees as per Tree Protection Plans), establishing the construction compound, material stockpiling, movement of construction plant etc. The effects will reduce over time as the design planting becomes established and the development integrates with the existing residential areas. Construction-related visual impacts are of short-term duration and will decline as construction progresses. • Operational Phase: The permanent change from greenfield to a designed residential development will be noticeable but acceptable in the context of the wider low-sensitivity Northern Lowlands Landscape Character Area and will integrate in the local context in terms of the residential land use zoning and adjacent existing residential neighbourhood. The implementation of the landscape commitments via the Landscape Strategy and the Biodiversity Management Plan enclosed in the planning application will support this long-term visual integration. Positive outcomes include new public open spaces, new tree planting including native species, retained and new hedgerow planting, undergrounding of existing

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			overhead lines and improved streetscape quality. These will soften built form, improve amenity and increase ecological connectivity. The operational landscape and visual effect are expected to be neutral to beneficial over time for local amenity and integration with the existing townscape. **Cultural Heritage and Archaeology** • Construction Phase: The proximity to known protected features outside but nearby the Proposed Development boundary creates the potential for further finds which may be discovered or inadvertently damaged as a result of construction activities (namely land clearance, and during excavations for the foundation works) which could lead to negative impacts. The implementation of the cultural heritage measures as outlined in the Cultural Heritage Impact Assessment and the CEMP will mitigate this risk and therefore the impacts are considered not significant. • Operational Phase: Once constructed, no significant operational impacts on archaeology and built heritage are expected. **Waste and Resource Management** • Construction phase: Effects on waste and resource management during the construction phase will be negative and not significant. All resource and waste streams generated will be managed on-site via reuse where possible, and removal off-site to an appropriately licensed facility, in line with the RWMP. • Operational phase: Operational waste generation will be limited to normal household and communal streams. The Operational Waste Management Plan enclosed with the planning application presents a waste strategy that addresses all legal requirements, waste policies and best practice guidelines and demonstrates that the required storage areas have been incorporated into the design of the Proposed Development, that there will be a high level of recycling, reuse and recovery at the Proposed Development, and that sufficient storage capacity is provided for the estimated quantity of segregated waste and will provide sufficient room for the required waste receptacles. **Material Assets - Traffic and Transport, Utilities** • Construction phase: Slight negative, as there will be construction traffic movements across the development site and along local roads for material haulage on- and off-site. The CEMP presents traffic management measures; however, a detailed Construction Traffic Management Plan is recommended be prepared by the appointed contractor to further detail haulage routes and consider sensitive timings (such as school drop-off and pick-up times) to reduce potential impacts on the local community. • Operational Phase: Operational transport impacts are neutral to positive, as the design includes a range of transport and connectivity infrastructure which will open up the lands allowing for vehicular,

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			cyclist and pedestrian mobility, as well as the Gallops Avenue Link and Junction improvements The Traffic and Transport Assessment enclosed as part of the planning application confirms that the future traffic levels and integration with the existing traffic regime has been considered and the wider area can absorb the new traffic likely to be generated by the new residents. The implementation of the MMP would contribute positively to the operational phase by concentrating on activities which would encourage active travel and car sharing. The Proposed Development has CoFs from UÉ which confirms the Proposed Development will have water supply and wastewater connections and there is capacity in the respective systems for same.
3.	**3.(e)**	The probability of the impact	Owing to the relatively straight forward nature of the Proposed Development with no novel construction methods being employed, coupled with the potential impacts stated, there is a high degree of certainty in the magnitude, intensity, duration or consequences of impacts identified. With the implementation of mitigation measures in the various impact assessments prepared for the Proposed Development, and principally the mitigation set out in the CEMP and RWMP, along with the implementation of a detailed CTMP, the probability of significant negative effects on the receiving environment is unlikely.
3.	**3.(f)**	The expected onset, duration, frequency, reversibility of the impact	The construction works will be undertaken in a sequence of three phases, with site mobilisation expected to commence in Q3 2026, taking approximately 24 months to complete. Onset of impacts will therefore be immediate (establishment of compounds, temporary access and enabling works).
3.	**3.(g)**	The cumulation of the impact with the impact of other existing and/or development the subject of a consent for Proposed Development for the purposes of section 172(1A) (b) of the Act and/or development the subject of any development consent for the purposes of the Environmental Impact Assessment Directive by or under any other enactment	Representative recent examples of planning activity in the nearby wider environs include: • **KCC Ref. 20/593**: Permission granted on 7 September 2020 for a single-storey kitchen/utility room extension to the side of a house, including ancillary ground works. • **KCC Ref. 20/1414:** Permission granted on 12 May 2021 for retention of a change of use from a domestic extension to a family apartment, including retention of three roof lights and replacement of brick finish with smooth render on the northwest elevation. • **KCC Ref. 21/575:** Permission granted on 3 March 2022 for the construction of 24 dwellings comprising a mix of three, four, and five-bedroom houses, with associated site works. • **KCC Ref. 23/60218:** Permission granted on 31 October 2024 for conversion of the attic of an existing two-storey house into a habitable bedroom and ensuite, including a new dormer window and Velux roof light. • **KCC Ref. 24/60600:** Permission granted on 29 September 2024 for retention of an ancillary accommodation unit for use as a home office/garden room.

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			• **KCC Ref. 24/395**: Permission granted on 9 April 2025 for retention of a single-storey conservatory and planning permission for a single-storey extension to the side of a property. • **KCC Ref. 25/60763:** Application submitted on 8 July 2025 for the construction of a single electrical substation, including associated infrastructure. This application is currently pending a decision. • **KCC Ref. 23/749:** Permission granted 8 November 2024 for a residential development at lands measuring approx. 1.9 ha south of Tipper Road, Naas, consisting of 135 residential units of various types, public and private open space and residential car parking; an internal road network to serve the proposed residential dwellings with access via an existing access from Tipper Road; and all associated drainage arrangements, landscaping, boundary treatments, paths, lighting, Signalised Junction and site development works. Revised by Significant Further Information of 6 No. of terrace dwellings and an open green space from application 23/750 have been included in this planning application, thus extended its boundary and area. The application area has increased to 20,270.3sq.m. from 19006.7sq.m. • **KCC Ref. 24/61154:** Permission granted 23 October 2025 located at the Former Donnelly Mirrors Site, Maudlins, Naas, Co. Kildare. For the provision of a warehouse/logistics campus, including 2 no. warehouse /logistics buildings, ancillary office elements and staff facilities both provided across 3 no. storeys, with site access via an upgraded entrance to the Dublin Road (R445) to the west of the site. In addition, a new spine road, with new internal site roundabout, is proposed to connect the subject site to the Dublin Road Roundabout, designed in accordance with KCC Reg. Ref. 2460574 to allow both sites to be implemented independently. The proposed development is also comprised of the provision of 2 no. associated HGV yards, parking; ESB substation (c. 33sqm); PV Panels; SUDs; internal roads and footpaths; boundary treatments; hard and soft landscaping; cabling; piping and ducting; changes in level; and all associated site development works above and below ground. • **KCC Ref. 24/61273: Permission granted on 6 May 2025** for the construction of a ground floor crèche building replacing a ground floor Maisonette, rear single storey extension, and all associated site development works including landscaping, surface car parking, footpaths, boundary treatments, bin storage and bicycle storage areas etc. Located north of An Post Depot, East of IDA Business Park and West of Mountain view and the Paddocks, Naas. As discussed previously, the Proposed Development will not result in significant negative effects on the environment. The Proposed Development is moderate in scale, but in keeping with Naas LAP's land use zoning objectives as a new residential development. The duration of construction will be short term, with the potential negative effects occurring primarily during the construction phase.

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			Planning activity on lands adjacent to, but outside, the subject site boundary, predominantly comprises small-scale residential alterations and modest new housing schemes, together with some infrastructure-related applications. This pattern of activity is consistent with the suburban character of the wider locality. The management of dust, noise, and construction traffic are also key environmental issues which may interact cumulatively with other developments where construction phases/ activities overlap. The implementation of the standard and best practice measures outlined in the CEMP, RWMP and detailed CTMP (once prepared by the contractor) will manage these typical construction stage issues arising from the Proposed Development. Other developments will have measures and conditions to control their activities. No significant cumulative effects with other developments are anticipated.
3.	**3.(h)**	The possibility of effectively reducing the impact	The Proposed Development will not result in significant effects on the existing environment. However, where temporary, negative and transient impacts have been identified, the implementation of appropriate standard measures as detailed in the CEMP, RWMP and other reports enclosed in the planning application, will reduce the duration and intensity of impacts.

5 Conclusion

As outlined within this report, it is considered that the Proposed Development is not a type of development listed in Schedule 5, Part 1 of the Planning and Development Regulations, 2001 (as amended).

Consideration was then given to Schedule 5, Part 2, Class 10(b), 14 and 15 of the Planning and Development Regulations 2001 (as amended). Based on the size and design, the Proposed Development does not fall within any of the thresholds specified under these classes; therefore, the Proposed Development is not a mandatory project for EIA or EIA Screening under Schedule 5.

However, where a Proposed Development does not meet or exceed applicable thresholds, the likelihood of the Proposed Development having significant effects on the environment may need to be considered. The discretionary (or sub-threshold) requirements are based on an assessment of the likely significant environmental effects of the Proposed Development. A sub-threshold EIA Screening has been undertaken, and this report has considered the Proposed Development in terms of the information required under Schedule 7A and the evaluation criteria set out in Schedule 7 of the Planning and Development Regulations 2001 (as amended). In considering the screening information and evaluation criteria, this EIA Screening Report concludes that there will be no likely significant effects on the receiving environment arising from the Proposed Development, and that the preparation and submission of an Environmental Impact Assessment Report (EIAR) is **not required**.

The final determination on the need for an EIAR rests with the Competent Authority.