

BEAK AND NEMESTOWN, KILMORE QUAY, CO. WEXFORD

ElAR Volume 1

Non-Technical Summary

Robert Roche

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1. INTRODUCTION AND BACKGROUND

Introduction

This Environmental Impact Assessment Report (**EIAR**) non-technical summary has been prepared by Synergy Environmental Limited T/A DNV on behalf of the applicant Robert Roche, who is seeking a 10 - year planning permission from Wexford County Council for an integrated Tourism Resort Complex, at Beak and Nemestown, Kilmore Quay, Co. Wexford.

Environmental Impact Assessment is a process of identifying and assessing the likely environmental, social and economic effects of a proposed development project, considering both negative and positive effects. Environmental Impact Assessments also involve finding ways to reduce negative effects and further improve beneficial effects. It ensures that planning decisions are made taking into account the environmental effects and with engagement from stakeholders.

This EIAR presents the environmental impact assessment process which has been undertaken in line with the Planning and Development Regulations 2001.

The structure of the environmental impact assessment that accompanies the planning application is set out in the following three volumes:

- Volume 1 Non-technical summary;
- Volume 2 Environmental impact assessment report; and,
- Volume 3 Supporting technical appendices.

The Purpose of the Non-Technical Summary

This non-technical summary is a requirement under the European Union Directive 2014/52/EU (the EIA Directive) for all projects that have been subject to an environmental impact assessment.

The EIAR describes the Proposed Development, the environmental impact assessment (EIA) process and summarises the likely significant environmental effects that would be caused by the Proposed Development, and the associated mitigation measures arising as a result of the Proposed Development.

The Environmental Impact Assessment Process

An EIAR has been carried out on behalf of Robert Roche based on desktop studies, site visits, surveys and site-specific investigations.

The EIAR outlines any necessary mitigation and monitoring measures required to avoid, reduce or offset any potentially significant effects identified.

Following the consideration of mitigation measures, the EIAR will describe any residual effects that may occur from the Proposed Development.

The EIAR and accompanying planning application are being submitted for consideration to Wexford County Council, which is the competent authority for the Proposed Development.

2. DESCRIPTION OF PROPOSED DEVELOPMENT

Site Location

The Applicant is applying for planning permission for a Proposed Development on a 20.3 hectare site at Beak and Nemestown, Kilmore Quay, Co. Wexford. The site is within the administrative jurisdiction of Wexford County Council and as such the Wexford County Development Plan 2022-2028 sets out the policies and objectives for the site.

The site is located beside the core of the village of Kilmore Quay and is accessed from Kilmore Road (R739) which runs along the northern border of the site. The land use surrounding the site is mainly agricultural with residential use to the east and west. The Irish Sea is located directly south of the site.



Figure 2-1 Site Location

Project Description

The Proposed Development is an Integrated Tourism Resort Complex at Beak and Nemestown, Kilmore Quay, Co. Wexford.

The Proposed Development will consist of a central hotel, ranging in height from 1 to 4-storeys over a lower ground floor and will provide 163 bedrooms, 42 family suites, bar and restaurants, function/conference centre facility and spa/leisure complex. 55 large family friendly tourist lodges, pavilion restaurant, hotel staff accommodation and external sports, recreation and play facilities provided throughout the site.

The Proposed Development includes refurbishment and reuse of the Beak Farmstead buildings and courtyard for tourism and heritage purposes, with family lodge reception, recreational activities, resort shop, café/restaurant and arts/crafts spaces.

Facilities also include maintenance store, bicycle shelters, car/bus drop-off and parking, landscaped green spaces with pedestrian routes through the site.

Vehicular access to the Proposed Development is from the Kilmore Road (R739) with pedestrian/cycle connections into Kilmore Quay village centre and to Nemestown.

Figure 2-2 details the proposed site layout.



Figure 2-2 Proposed Site Layout

Construction Phase

The construction of the Proposed Development is intended to take place in one phase over an estimated three-year period. Construction works are expected to start with the hotel building as this is expected to have the longest construction duration within the overall development.

The preferred sequence of construction activities will depend on the final construction methodology, which will be established during the detailed design stage.

Alternatives Considered

Consideration of reasonable alternatives is an important part of the environmental impact assessment process and is necessary to consider the likely environmental effects as a result of a range of development plans for the site within the restrictions in place by environmental and planning conditions.

Alternative Locations

As the Proposed Development site is in the ownership of the Applicant, no alternative locations were considered by the Applicant for the purpose of this development.

Based on the nature and scale of the Proposed Development, site suitability was largely determined based on the land requirements of the resort development, the shape of the Kilmore Quay settlement and the compact holdings ownership pattern and the location adjacent to the village centre.

The subject lands, currently owned by the applicant, are located beside the core of Kilmore Quay village, in the townlands of Beak and Nemestown, occupying a site area of 20.3 hectares. The Proposed Development will connect to Kilmore Quay village by new and older roads and paths, but will also provide active travel linkages to the lands to the east at Nemestown linking into Ireland's Ancient East heritage trail "The Norman Way".

Kilmore Quay is defined in the Wexford County Development Plan (WCDP) 2022 to 2028, as a Level 3b Strategic Settlement, stating that '*there is a strategic imperative to prioritise the development of these villages*'.

Throughout the design phase of the Proposed Development, multiple layout options and design alternatives were explored, as outlined below. The accompanying documentation submitted with this planning application illustrates that the chosen site and its surrounding context have the environmental capacity to support the Proposed Development, without causing significant environmental effects.

The plan considered input from preplanning meetings held with the local planning authority Wexford County Council. The first meeting was held remotely by Wexford County Council on 29th September 2023 and the second on 12th November 2024.

Therefore, it is considered that the site is suitable for a development of this nature, and it was therefore not considered necessary to consider alternative locations.

Alternative Uses

Kilmore Quay has been designated as a Level 3 Strategic Settlement in the WCDP (2022). The WCDP outlines the importance to prioritise the development of these villages, by

developing the marine economy and tourism and the focus on improving infrastructure, employment, and community services to improve socio-economic outcomes in an area facing persistent employment decline due to the decline of the fishing industry, the use of a hotel in this area is considered highly appropriate.

The County Wexford Tourism Strategy 2019-2023, aims to make County Wexford one of Ireland's most compelling tourism destinations, which would improve the quality of life for people and communities throughout the county. The strategy seeks to increase tourism revenue by 18.7% and visitor numbers by 12%, creating approximately 800 new jobs in the county. To meet these targets it will be required to expand Wexford's international visitor base, which in doing so will require the need for a hotel resort.

Because the current proposal already includes the development of a 163-bedroom hotel with bar, restaurants, a function/conference facility, a leisure complex, accommodation suites, external sports, recreation and play facilities, 42 family suites, 55 tourist lodges, and hotel staff accommodation, it was not considered necessary to look at alternative uses for the Proposed Development.

Alternative Designs and Layouts

A high-quality final layout and design has been achieved, considering the position of the proposed blocks and units. It is considered that the layout of the Proposed Development is the best solution for the lands. This design aimed to both respect the area of Kilmore Quay Village and to make the best use of a well-positioned and underused plot near to Kilmore Quay.

Alternative Processes

Having regard to the existing surrounding land use, alternative processes have not been considered. It is considered unlikely that any alternative process would result in less of an impact to the surrounding environment.

3. PLANNING CONTEXT

The Planning and Policy chapter considers the Proposed Development in terms of the legislative context and in relation to strategic, national, regional and local level planning policies and objectives.

In terms of planning and policy context the site is located at Beak and Nemestown, Kilmore Quay, Co. Wexford.

County Wexford is part of the southern region within the National Planning Framework (NPF). This region includes other counties such as Waterford, Kilkenny, and Carlow, and focuses on balanced regional development, enhancing connectivity, and promoting sustainable growth.

The site is within the administrative jurisdiction of Wexford County Council and as such the Wexford County Development Plan 2022-2028 sets out the policies and objectives for the site. The site is currently not zoned under Wexford County Development Plan 2022-2028 and no Local Area Plan exists to cover the site.

The site is located in a coastal zone under the Wexford County Development Plan (2022-2028). The site is not located within Flood Zone A or B according to Volume 11 Strategic Flood Risk Assessment of the Wexford County Development Plan (2022-2028) and it is therefore assumed to be located in Flood Zone C, indicating a low probability of flooding.

European and national policy and legislation is considered throughout the chapter including the Environmental Impact Assessment (EIA) Directive and the Planning and Development Regulations. The class of activities are outlined within Table 3-1 below.

Table 3-1: Class of Activity as defined by Schedule 5, Part 2 (10) Infrastructure projects of the Planning and Development Regulations

Class of Activity as defined by Schedule 5, Part 2 (10) Infrastructure projects of the Planning and Development Regulations	Does the Proposed Development fall within this class of activity
(a) Industrial estate development projects, where the area would exceed 15 hectares	No
(b) (i) Construction of more than 500 dwelling units. (ii) Construction of a car-park providing more than 400 spaces, other than a car-park 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	<p>Yes</p> <p>The site of the Proposed Development does not meet the criteria of a business district given the predominant land use is not retail or commercial use and therefore the 2 hectares is not applicable.</p> <p>The site is additionally not located within a business district and therefore the 10 hectare is not applicable.</p>

predominant land use is retail or commercial use.)	<p>It is therefore recommended the 20-hectare size threshold be applied for the purposes of the assessment.</p> <p>The size of the site, ca. 20 hectares, and accordingly a mandatory EIA is required</p>
(c) All construction of railways and of intermodal transshipment facilities and of intermodal terminals not included in Part 1 of this Schedule which would exceed 15 hectares in area	No
d) All airfields not included in Part 1 of this Schedule with paved runways which would exceed 800 metres in length.	No
(dd) All private roads which would exceed 2000 metres in length.	No
(e) New or extended harbours and port installations, including fishing harbours, not included in Part 1 of this Schedule, where the area, or additional area, of water enclosed would be 20 hectares or more, or which would involve the reclamation of 5 hectares or more of land, or which would involve the construction of additional quays exceeding 500 metres in length.	No
(f) (i) Inland waterway construction not included in Part 1 of this Schedule which would extend over a length exceeding 2 kilometres. (ii) Canalisation and flood relief works, where the immediate contributing sub-catchment of the proposed works (i.e. the difference between the contributing catchments at the upper and lower extent of the works) would exceed 100 hectares or where more than 2 hectares of wetland would be affected or where the length of river channel on which works are proposed would be greater than 2 kilometres.	No
(g) Dams and other installations not included in Part 1 of this Schedule which are designed	No

to hold water or store it on a long-term basis, where the new or extended area of water impounded would be 30 hectares or more.	
(h) All tramways, elevated and underground railways, suspended lines or similar lines of a particular type, used exclusively or mainly for passenger transport.	No
(i) Oil and gas pipeline installations and pipelines for the transport of CO2 streams for the purposes of geological storage (projects not included in Part 1 of this Schedule).	No
(j) Installation of overground aqueducts which would have a diameter of 1,000 millimetres or more and a length of 500 metres or more.	No
(k) Coastal work to combat erosion and maritime works capable of altering the coast through the construction, for example, of dikes, moles, jetties and other sea defence works, where the length of coastline on which works would take place would exceed 1 kilometre, but excluding the maintenance and reconstruction of such works or works required for emergency purpose.	No
(l) Groundwater abstraction and artificial groundwater recharge schemes not included in Part 1 of this Schedule where the average annual volume of water abstracted or recharged would exceed 2 million cubic metres.	No
(m) Works for the transfer of water resources between river basins not included in Part 1 of this Schedule where the annual volume of water abstracted or recharged would exceed 2 million cubic metre.	No
Class of Activity as defined by Schedule 5, Part 2 (12) Tourism and Leisure of the Planning and Development Regulations	Does the Proposed Development fall within this class of activity
(c) Holiday villages which would consist of more than 100 holiday homes outside built-up areas; hotel complexes outside built-up areas which would have an area of 20 hectares or	Yes The site of the Proposed Development is deemed to be located outside of a built-up

more or an accommodation capacity exceeding 300 bedrooms.	<p>area and the 20-hectare size threshold be applied for the purposes of the assessment.</p> <p>The size of the site, approximately 20 hectares, and accordingly a mandatory EIA is required</p>
Class of Activity as defined by Schedule 5, Part 2 (13) Changes, extensions, development and testing, of the Planning and Development Regulations	Does the Proposed Development fall within this class of activity
(a) Any change or extension of development already authorised, executed or in the process of being executed (not being a change or extension referred to in Part 1) which would:- (i) result in the development being of a class listed in Part 1 or paragraphs 1 to 12 of Part 2 of this Schedule, and (ii) result in an increase in size greater than – - 25 per cent, or - an amount equal to 50 per cent of the appropriate threshold, whichever is the greater.	No

4. POPULATION AND HUMAN HEALTH

This assessment considers the effect of the Proposed Development on population and human health. To assess the baseline environment, the study area chosen was the Kilmore Electoral Division (ED), which contains the village of Kilmore Quay and the Proposed Development site as shown in Figure 4-1. An assessment of the existing population of the study area was carried out in March 2025 using data from the Central Statistics Office 2022 Census.

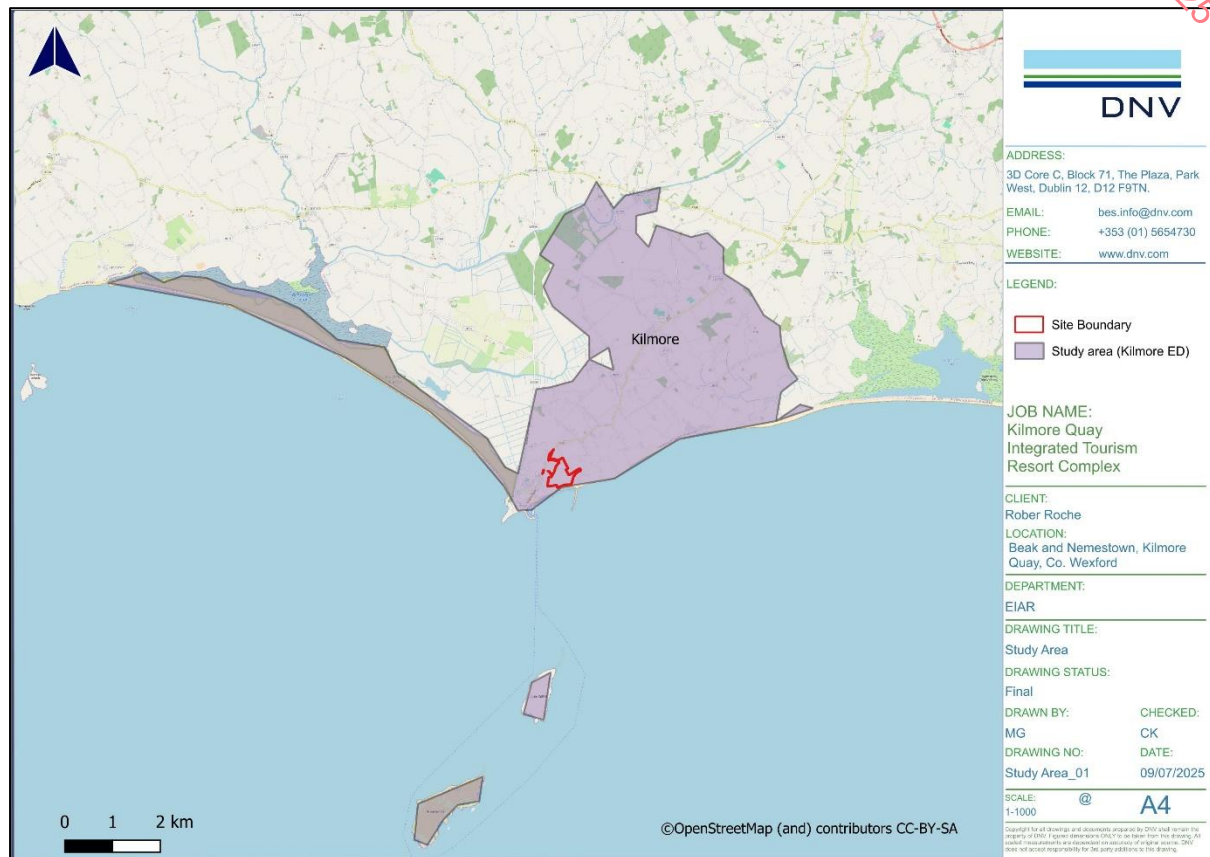


Figure 4-1 Study Area

Overall, the baseline assessment found that the study area broadly reflects population trends in Wexford County and the state. The baseline population analysis can be summarised in the points below.

- The population of Kilmore ED is comparable to the demographic age profile of County Wexford and Ireland. No age category in the study area deviates from the average figures in Wexford or the Ireland by more or less than 2.5%. However, the study area has a higher percentage of people aged 65 and over when compared with the average for Wexford and the State.
- The number of people at work in the study area is lower than the average for the State which aligns with the higher-than-average number of people who are retired and is supported by the number of people aged 65 years and over.
- There is a relatively high reliance on private car usage in the study area however more sustainable means of travel such as public transport (bus, minibus or coach) is the next most utilised mean of transport.

- Most people travel 45 minutes or less to work, school or college indicating that most people live and go to work, school or college within 45-minute drive time radius.

Construction Phase

Through construction activities approximately 135 construction jobs will be created. This will increase the number of people working in the study area and some employees may move to the study area to be closer to their place of work. This will have a positive and over all 'not significant' effect on the population statistics. The job creation will also have a positive slight effect on the socio-economic status of the study area as it will support employment levels and employee spending in the surrounding business. The construction phase could also have likely negative effects in the form of air quality, dust, noise production, risk of contamination of water sources and increased number of construction-related vehicles utilising the road network. Through standard good practice, control measures and mitigation measures identified in the relevant technical chapters, the effects of these disturbances will be imperceptible. All construction phase effects will be short term in duration as the phase is predicted to last 3 years.

Operational Phase

During the operational phase approximately 150 jobs will be created having a positive impact, both directly and indirectly to the local economy and employment. The Proposed Development will provide 163 bedrooms, 42 family suites, 55 large family-friendly tourist lodges and hotel staff accommodation and will cater for a wide range of people including families, older persons and young couples. This will have a long-term positive impact on population due the creation of employment opportunities resulting in population retention in the local area.

The most utilised method of transport in the study area when travelling to work is by car, either as a driver or a passenger. Future employees and tourists travelling to and from the integrated tourism resort will increase the number of vehicle trips on the local road network. This has potential to negatively affect air quality, increase traffic related noise levels and cause congestion. These effects will be neutral, long term but imperceptible on population and human health. Noise associated with traffic movements and operational phase activities can also negatively impact the population and human health of the surrounding residents. The effect of the Proposed Development on noise and vibration and subsequently human health are likely to be not significant and long-term.

Mitigation and Monitoring Measures

Although there are no specific mitigation or monitoring measures relating to population and human health, measures detailed in other technical chapters relating to air quality, climate, noise, water quality and traffic will also work towards ensuring the effects on human health are minimised as far as possible.

Residual Effects

Based on the fact there are no specific mitigation measures proposed for population and human health, the residual impacts will be the same as those detailed in the chapter.

Overall, there will be no significant adverse impacts on, or associated with population and human health because of the Proposed Development.

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5. BIODIVERSITY

An assessment of the likely effects on biodiversity (flora and fauna) arising due to the Proposed Development, namely, 'Kilmore Quay Integrated Tourism Resort Complex' at Kilmore Quay, Co. Wexford was undertaken by DNV. The assessment involved several steps and was conducted by suitably qualified ecologists during the appropriate seasons. Firstly, baseline ecological surveys were undertaken to assess the nature conservation importance of the Proposed Development. Secondly, the direct, indirect and cumulative ecological implications or effects of the Proposed Development during its lifetime were assessed. Finally, where possible, mitigation measures to remove or reduce negative effects during the construction and operational phases of the Proposed Development were proposed, along with biodiversity enhancements.

For this biodiversity chapter, baseline ecological surveys involved a combination of both desk-based and field studies. A desk study was conducted to assess existing information relating to the site's natural environment. A range of field surveys were undertaken, including habitat surveys, breeding and wintering bird surveys, terrestrial mammal surveys, bat surveys and invasive species surveys. All surveys were conducted following standard and/or best practice protocols.

The main ecological value of the site of the Proposed Development outside of the adjacent European sites (which are addressed separately within the accompanying Appropriate Assessment/Natura Impact Statement report submitted under a separate cover), is its use by wintering birds for foraging and its proximity to the shoreline which is also used by wintering birds. The habitats on-site comprise primarily arable fields, which solely are not of much ecological value, but are utilised by some wintering birds from the shoreline to the south. Two low-impact invasive non-native plant species were recorded in the middle of the cluster of buildings at the site, namely, Montbretia (*Crocasmia x crocosmiiflora*) and New Zealand flax (*Phormium tenax*).

The Proposed Development will result in loss and/or alteration of several habitats on site. In total, approximately 188m of hedgerow will be lost, while approximately 1278m will be retained. No trees will be removed, and the drainage ditch on-site will also remain in-situ. Most of the arable crop habitat will be removed to facilitate development.

The site and its environs offer some nesting habitat for breeding birds. In particular, the hedgerow borders and the derelict cluster of farm buildings which were overgrown with ivy and scrub. Several confirmed and probable breeders were noted at the site. Those confirmed and probable breeders which are also red or amber-listed were meadow pipit (*Anthus pratensis*), greenfinch (*Chloris chloris*), house sparrow (*Passer domesticus*), and starling (*Sturnus vulgaris*).

No badger setts or evidence of badger (*Meles meles*) were recorded within or adjacent to the site boundary, nor was the habitat within the site overly suitable to support badger. No evidence of otter (*Lutra lutra*) was recorded along the shoreline to the south or within 150m of the site. The treelines, hedgerow, and scrub habitat on site may provide habitat for smaller, more timid mammals, such as hedgehog (*Erinaceus europaeus*) and pygmy shrew (*Sorex minutus*).

In total, three bat species were recorded foraging and commuting within and adjacent to the site including Leisler's bat (*Nyctalus leisleri*), soprano pipistrelle (*Pipistrellus pygmaeus*) and common pipistrelle (*Pipistrellus pipistrellus*). The buildings on site were surveyed for roosting bats, however, no emergences were observed throughout the three surveys undertaken at the site. It is considered that there are no roosting bats currently using the site.

There was no suitability at the site for amphibians given that the pond habitat is unvegetated and is raised with steeply sloping edges. Similarly, the wet drainage ditch along the eastern bounds of the site, while vegetated, has a flow that would be unsuitable to support amphibians and steeply sloping edges. No indicators of amphibian presence were observed during the surveys. Common lizard may be present at the site given that it is widespread throughout Ireland and is unlikely to be observed during surveys. Common lizard are presumed to be present under the precautionary principle.

The Proposed Development site itself is not designated. The closest designated site (excluding European sites) to the Proposed Development is Ballyteige Burrow proposed Natural Heritage Area (pNHA), situated approximately 1.9km from the site at its closest point. Mitigation provided within the accompanying Natura Impact Statement (NIS), including water quality protection measures and protection from (human) visual & noise disturbance to bird species, will also secondarily protect this pNHA given it overlaps entirely with the associated Ballyteige Burrow Special Area of Conservation (SAC).

Potential effects arising from the construction and/or operational phase of the Proposed Development, in the absence of mitigation, can be summarised as follows:

- Semi-natural habitat loss/alteration.
- Water quality effects to the drainage network on site (unmapped wet drainage ditch along eastern boundary) and any downstream receiving waterbodies (shoreline to the south) arising from surface water run-off containing silt, sediment and/or pollutants as a result of construction works during the construction phase.
- Spread of invasive flora.
- Disturbance, displacement, mortality (e.g. through entrapment in construction waste or excavations) and loss of habitat of faunal species (birds, bats, small mammals and reptiles) within the site during the construction phase.
- Disturbance to fauna (particularly birds and bats, and small mammals) due to increased lighting, and human presence resulting in the potential loss of foraging, commuting or nesting habitat during the construction phase and operational phase.
- Noise and dust emissions, and visual disturbance from the Proposed Development site during the construction phase.

Potential effects of the Proposed Development were predicted to range from not significant to significant at the local scale and can be readily addressed with the mitigation measures proposed, along with any embedded design stage measures (e.g. landscaping for disturbance avoidance and enhancement of habitats, architectural design to minimise collision risk etc).

To address potential effects on surface waters within the unmapped wet drainage ditch along the eastern bounds of the site and downstream receiving waterbodies, arising from surface or groundwater discharge during the construction phase, a range of mitigation measures to

protect surface and groundwater quality are provided. These surface water mitigation measures will remove the pathway during the construction works. These measures include the provision of silt fences, set back distances/exclusion zones and supervision by an Ecological Clerk of Works. Groundwater protection measures are also outlined to prevent groundwater contamination via the spillage of fuel and pollutants. During the operational phase, surface water runoff from the site will be treated via incorporation of sustainable drainage systems (SuDS) into the project design

To prevent the spread of invasive species on site, several physical and chemical removal and control measures are outlined.

Disturbance and/or mortality of local fauna within the site (e.g., birds, bats, small mammals, reptiles) during the construction and operational phase is addressed in the Biodiversity Chapter. The protection measures mainly relate to the timing of vegetation clearance to avoid sensitive periods/seasons for nesting, hibernation or breeding, as well as the provision of acoustic and visual screening along the southern bounds of the site during construction, and supplementary planting to provide screening during operation. Supervision by the site Ecological Clerk of Works during vegetation clearance is also provided in specific cases. To address effects on the surrounding environment due to construction phase noise and dust emissions, several measures including noise dust suppressing measures which treat the source of the effect (e.g., construction traffic, excavations etc) are included.

During the operational phase, to mitigate against the loss of potential nesting habitat for birds, several bird nesting boxes will be erected within the area of land ownership. Biodiversity enhancement measures for waterbirds are provided, to ensure their continued use of the Site along the southern bounds. The landscape plan has been designed to enhance areas surrounding SuDS ponds to provide undisturbed wetland habitats for waterbirds.

Provided all mitigation measures (and enhancements) are implemented in full and remain effective throughout the lifetime of the Proposed Development, no significant residual negative effects on the local ecology or on any designated nature conservation sites are expected from the Proposed Development.

6. LAND AND SOIL

An assessment of the potential impact on the existing land, soil and geological environment was carried out by Synergy Environmental Limited T/A DNV for the Proposed Kilmore Quay Tourism Resort on the receiving land, soils and geology at Beak and Nemestown, Kilmore Quay, Co. Wexford.

The assessment was carried out taking cognisance of appropriate national guidelines and standards for Environmental Impact Assessment using data collected from a detailed desk study, the results of the ground investigations (refer to the Hydrogeological Assessment Report prepared by DNV and included in Environmental Impact Assessment Report Volume 3: Appendix 7.1), site walkover surveys and review of all relevant drawings and documents pertaining to the Proposed Development and site. The results of the assessment provided information on the baseline conditions at the site. A detailed assessment of the potential impacts was undertaken, and appropriate avoidance and mitigation measures were identified to reduce any identified potential impact associated with the Proposed Development.

The site comprises 20.3 hectares (Ha) of greenfield lands that have historically been used for agriculture. During the site walkover undertaken by DNV, it was confirmed that the site is currently used for horticulture, specifically for growing carrots.

The Proposed Development will require approximately 20.3Ha of land, transitioning its use from agricultural to commercial, specifically for the development of an Integrated Tourism Resort Complex. This change in land use is consistent with the Core Strategy outlined in the Wexford County Development Plan 2022–2028 (WCC, 2022).

The construction phase of the Proposed Development will include the excavation of soil and subsoil for the construction of building foundations, drainage and other infrastructure. Where possible, it is intended to reuse all suitable excavated materials to achieve formation levels and for landscaping and engineering use. However, it is anticipated that surplus excavated soil and subsoil will require removal offsite in accordance with all statutory legislation. It is anticipated that there will be no requirement for the excavation of bedrock during the construction phase of the Proposed Development.

The construction phase of the Proposed Development will also require the importation of aggregates for the construction of the Proposed Development (e.g., granular material beneath road pavement, under floor slabs and for drainage and utility bedding / surrounds). Contract and procurement procedures will ensure that the importation of aggregates to the Proposed Development is sourced from reputable authorised suppliers operating in a sustainable manner and in accordance with the necessary statutory consents.

During the construction phase, all works will be undertaken in accordance with the Outline Construction Environmental Management Plan and Outline Resource and Waste Management Plan (ORWMP) prepared by DNV (DNV, 2025b and DNV, 2025c; submitted with the planning application under separate cover). Following appointment, the contractor will be required to further develop the OCEMP and ORWMP and prepare and project specific Construction Environmental Management Plan and RWMP, for approval by Wexford County Council prior to any works commencing. The project specific Construction Environmental Management Plan and Resource and Waste Management Plan will provide detailed construction phasing, and methods to manage and prevent any potential emissions to ground

and surface water with regard to the relevant industry standards (e.g., Guidance for Consultants and Contractors, CIRIA-C532', CIRIA, 2001). The project specific Construction Environmental Management Plan and Resource and Waste Management Plan will take cognisance of measures outlined in the Environmental Impact Assessment Report, the Outline Construction Environmental Management Plan and the Outline Resource and Waste Management Plan submitted with the planning application. The project specific Construction Environmental Management Plan and Resource and Waste Management Plan will be implemented for the duration of the construction phase, covering mitigation works that will be adopted as part of the construction works for the Proposed Development.

The measures will address the main activities of potential impact which include:

- Control and Management of Earthworks.
- Control and Management of Soils, Subsoils and Stockpiles.
- Management and Control Procedures for the Exportation of Surplus Soils and Subsoils.
- Management and Control Procedures for the Importation of Aggregates and Materials.
- Control and Handling of Cementitious Materials.
- Control and Handling of Fuel and Hazardous Materials.
- Accidental Release of Contaminants.

During the operational phase of the Proposed Development, there is limited to no potential for any direct effect on the receiving land, soil and geology environment from the Proposed Development taking account of the operational design measures for the Proposed Development.

The design and construction of the Proposed Development will be in accordance with current Building Regulations will ensure that the site will be suitable for use for the operational phase as a commercial development (Integrated Tourism Resort Complex) taking account of the geological site setting.

The coastal erosion assessment (IE Consulting, 2025) concludes that based on current best scientific data, the Proposed Development is not expected to be at risk of coastal erosion over its lifetime and will not contribute to increased erosion or deposition in the area. The findings support the conclusion that the Proposed Development is compliant with relevant coastal zone management policies and does not pose a significant threat to coastal habitats or features (IE Consulting, 2025).

Overall, considering the avoidance, remedial and mitigation measures, the residual effects regarding the construction phase and operational phase of the Proposed Development are considered 'imperceptible' to the receiving environment (land, soil and geology) and considered non-significant in the context of the Environmental Impact Assessment Directive.

7. HYDROLOGY AND HYDROGEOLOGY

An assessment of the potential impacts on the existing hydrological and hydrogeological environment was carried out by Synergy Environmental Limited T/A DNV for the Proposed Kilmore Quay Tourism Resort on the receiving land, soils and geology at Beak and Nemestown, Kilmore Quay, Co. Wexford.

The assessment was carried out taking cognisance of appropriate national guidelines and standards for Environmental Impact Assessment using data collected from a detailed desk study, the results of the ground investigations (refer to the Hydrogeological Assessment Report prepared by DNV and included in Environmental Impact Assessment Report Volume 3: Appendix 7.1), site walkover surveys and review of all relevant drawings and documents pertaining to the Proposed Development and site. The results of the assessment provided information on the baseline conditions at the site. A detailed assessment of the potential impacts was undertaken, and appropriate avoidance and mitigation measures were identified to reduce any identified potential impact associated with the Proposed Development.

The site comprises 20.3 hectares (Ha) of greenfield lands that have historically been used for agriculture. During the site walkover undertaken by DNV, it was confirmed that the site is currently used for horticulture, specifically for growing carrots.

The site is mapped by the Environmental Protection Agency (EPA, 2024) as within the Ballyteigue-Bannow (Catchment I.D.: 13), the Kisha_SC_010 Water Framework Directive (WFD) Sub-catchment (Sub-catchment I.D.: 13_14) and the Ballyteigue_Burrow_010 WFD River Sub-Basin (River Waterbody Code: IE_SE_13B330460).

The Eastern Celtic Sea coastal waterbody (EU Code: IE_SE_050_0000) is located adjacent to the southern boundary of the site.

During the site walkover, a drainage channel was identified along the southeastern boundary of the site. The drainage channel, which was observed to contain standing water at the time of inspection, is connected to the Irish Sea (i.e., the Eastern Celtic Sea coastal waterbody).

The bedrock aquifer beneath the site is mapped by the Geology Survey Ireland (GSI, 2024) to be within the Bridgetown groundwater body (GWB) (EU Code: IE_SE_G_022). The GSI (GSI, 2025) has classified the bedrock beneath the site as a Poor Aquifer (PI), which is generally unproductive except for local zones.

Ground investigations completed at the site by PGL in 2024 (refer to DNV, 2025a Hydrogeological Assessment included in Volume 3: Appendix 7.1 of the EIAR) included the installation of three groundwater monitoring wells and hydrogeological testing at the existing water supply well and newly installed groundwater monitoring wells. Based on the results using of the pumping data and recovery data from the site investigation undertaken by PGL in 2024, the estimated transmissivity of the existing supply well (PW1) is between 44.9m²/day and 80.16m²/day. Furthermore, a yield of approximately 9.7m³/hour (232.8m³/day) was determined to be the sustainable yield for the existing supply well.

During the construction phase, all works will be undertaken in accordance with the Outline Construction Environmental Management Plan (OCEMP) prepared by DNV (DNV, 2025b; submitted with the planning application under separate cover). Following appointment, the

contractor will be required to further develop the Outline Construction Environment Management Plan and prepare and project specific Construction Environment Management Plan, for approval by Wexford County Council prior to any works commencing. The project specific CEMP will provide detailed construction phasing, and methods to manage and prevent any potential emissions to ground and surface water with regard to the relevant industry standards (e.g., Guidance for Consultants and Contractors, CIRIA-C532', CIRIA, 2001). The project specific CEMP will take cognisance of measures outlined in the Environmental Impact Assessment Report and the Outline Construction Environment Management Plan submitted with the planning application. The project specific Construction Environment Management Plan will be implemented for the duration of the construction phase, covering mitigation works that will be adopted as part of the construction works for the Proposed Development.

The measures will address the main activities of potential impact which include:

- Control and Management of water and surface runoff.
- Control and management of shallow groundwater during excavation and dewatering
- Management and control of soil and materials.
- Control of Management of works near water courses.
- Control of Management of materials from off-site sources.
- Control and management of piling.
- Appropriate fuel and Chemical handling, transport and storage.
- Management of accidental release of contaminants at the site.

Water supply for the Proposed Development will be from an onsite supply served by 2 proposed groundwater wells with a supplementary back-up mains supply from Uisce Eireann feeding into a drop tank to prevent backflow into the mains water system (24-hour water storage will be provided on site) (DRA, 2025). As documented in the Hydrogeological Assessment Report (DNV, 2025a included in Volume 3: Appendix 7.1 of the Environmental Impact Assessment Report), the required groundwater supply for the Proposed Development of approximately 241m³/day (approximately 10m³/hour) could be sustainably derived from the underlying bedrock aquifer. However, the potential for seasonal variations in groundwater quality and capacity will be considered in the detailed design of the supply wells.

As outlined in the Civil Engineering Planning Report (DRA, 2025 submitted with the planning application under separate cover), surface water from the Proposed Development will be managed in accordance with the principles and objectives of Sustainable Drainage Systems (SuDS), the Greater Dublin Strategic Drainage Study (GDSDS) and Wexford County Council to treat and attenuate water prior to discharging offsite to the Irish Sea (i.e., the Eastern Celtic Sea coastal waterbody) via the existing open channel drain located on the southeastern boundary of the site, mimicking the existing greenfield runoff. Ongoing regular operational monitoring and maintenance of drainage and the SuDS measures will be incorporated into the overall management strategy for the Proposed Development. This will ensure that there are no impacts on water quality and quantity (flow regime) during the operational phase of the Proposed Development.

The Applicant has an agreement with UE to connect wastewater from the Proposed Development, up to a maximum of 744 population equivalent (PE), to the Kilmore Quay Wastewater Treatment Plant. It is understood that a 160mm inlet pipe was installed during Phase 1 of the Kilmore Quay Wastewater Treatment Plant to support this. Treated foul water from the Kilmore Quay Wastewater Treatment Plant (Environmental Protection Agency Licence No. D0232-01) will ultimately discharge to the Irish Sea (i.e., the Eastern Celtic Sea coastal waterbody) in accordance with agreement from Uisce Eireann. The UE Construction of Facilities letter (UE COF Reference: CDS24009493) states that the wastewater connection is feasible subject to upgrades which will be funded by the Applicant. The Applicant will ensure that any connection will be under the consent of UE and subject to a connection offer. The Kilmore Quay Wastewater Treatment Plant is operated under existing statutory consents. Therefore, any connection agreement will ensure that there will be adequate capacity within the Kilmore Quay WWTP to accept foul effluent from the Proposed Development.

Overall, considering the avoidance, remedial and mitigation measures, the residual effects regarding the construction and operational phases of the Proposed Development are considered 'imperceptible' to the receiving water environment (hydrology and hydrogeology) and considered non-significant in the context of the Environmental Impact Assessment Directive.

There will be no effect to the existing Water Framework Directive Status of water bodies associated with the Proposed Development including the Bridgetown Groundwater Body, and downstream waterbodies (i.e., the Eastern Celtic Sea Coastal Waterbody as a result of the Proposed Development taking account of design avoidance and mitigation measures where required.

8. AIR QUALITY AND CLIMATE

8a Air Quality Technical Summary

The air quality chapter examines the potential for the Proposed Development to impact upon air quality within the vicinity of the site.

A construction phase dust assessment has been carried out in accordance with the Institute of Air Quality Management (IAQM) Guidance on the Assessment of Dust from Demolition and Construction (2024). The risk of dust impacts has been assessed separately for earthworks, construction and trackout and the dust emission magnitude has been classified for each of the three activities (this is known as 'Step 2A' of the dust assessment), using the definitions outlined for each activity within the Institute of Air Quality Management (IAQM) guidance. The dust emission magnitude is based on the scale of the anticipated works and is classified as small, medium and large. The sensitivity of the area was determined for dust soiling and human health impacts, respectively, as per the guidance (this is known as 'Step 2B' of the dust assessment). In accordance with the Institute of Air Quality Management (IAQM) guidance, the dust emission magnitude (Step 2A) and sensitivity of the area (Step 2B) have been combined and the risk of impacts from construction, earthworks and trackout have determined (before mitigation is applied) (this is known as 'Step 2C' of the dust assessment). This risk has then been used to inform the selection of appropriate mitigation measures.

Table 8-1 details the risk of dust impacts for earthworks, construction and trackout activities.

Table 8-1 Summary of Unmitigated Risks

Potential Impact	Sensitivity	Magnitude		
		Earthworks	Construction	Trackout
		Large	Large	Medium
Dust Soiling Impacts	High	High Risk	High Risk	Medium Risk
Human Health Impacts	Low	Low Risk	Low Risk	Low Risk
Ecological Impacts	High	High Risk	High Risk	Medium Risk

The Institute of Air Quality Management (IAQM) recommends that significance is only assigned to effect after considering the construction activity mitigation. The risk of dust impacts has been determined in Step 2C and the appropriate dust mitigation measures identified, and the final step is to determine whether there are significant effects arising from the construction phase of the Proposed Development. The proposed mitigation measures will reduce the effects to be not significant.

Assessment of Specified Infrastructure Projects – PE-ENV-01106 (TII, 2022), states that road links meeting one or more of the following criteria can be defined as being 'affected' by a Proposed Development and should be included in the local air quality assessment. While the

guidance is specific to infrastructure projects the approach can be applied to any development that causes a change in traffic.

- Annual average daily traffic (AADT) changes by 1,000 or more;
- Heavy duty vehicle (HDV) AADT changes by 200 or more;
- Daily average speed change by 10 kph or more;
- Peak hour speed change by 20 kph or more; or
- A change in road alignment by 5m or greater.

The construction stage traffic will not change by more 1,000 AADT or 200 HDV AADT and does not meet the above scoping criteria. As a result, a detailed air assessment of construction stage traffic emissions has been scoped out from any further assessment as there is no potential for significant impacts to air quality.

It can be determined that the construction stage traffic will have a *direct, short-term, negative and imperceptible*, i.e., not significant, effect on air quality and human health, which is overall not significant in Environmental Impact Assessment terms.

There is the potential for traffic emissions to affect air quality in the long-term over the operational phase. The operational phase traffic has been reviewed, and a detailed air quality assessment has been scoped out as none of the road links affected by the Proposed Development satisfy the Transport Infrastructure Ireland scoping assessment criteria.

It can be determined that the construction stage traffic will have a *direct, long-term, negative and imperceptible* impact on air quality and human health, which is overall not significant in EIA terms.

In terms of dust, no significant impacts are predicted; good construction practice, which incorporates the implementation of the identified mitigation measures, will be employed at the site.

Assessment of road traffic emission impacts on air quality involved traffic data which is inclusive of traffic associated with other existing and permitted developments on the road networks surrounding the site. Therefore, cumulative impacts have been assessed in this regard and the impact on ambient air quality has been determined as not being significant.

It is considered that the cumulative impact will be 'short-term', 'imperceptible' and 'negative', i.e., not significant.

No negative residual impacts in the context of air quality are anticipated regarding the Proposed Development.

8b Climate Non-Technical Summary

The climate chapter of the Environmental Impact Assessment Report has been prepared by Aoife Gillen of DNV, Aoife holds a Master of Science (Hons) degree, is a Chartered Environmental Health Practitioner, and Certified Energy Manager. Aoife has worked as a Principal Sustainability Consultant with DNV since March 2024. This Chapter of the EIAR addresses the potential climate impact of the proposed development at Nemestown, Kilmore Quay, Co. Wexford.

The climate chapter examines the potential for the Proposed Development to impact upon climate (for example greenhouse gas emissions) and its vulnerability to climate change.

The methodology adopted in this chapter covers two separate assessments – a greenhouse gas assessment (GHGA) and a climate change risk assessment (CCRA).

- Greenhouse Gas Emissions Assessment (GHGA) – This evaluation estimates the greenhouse gas emissions generated by the project throughout its entire lifespan (60 years). It then compares these emissions against pertinent Irish carbon budgets, targets, and policies to help gauge their significance.; The Transport Infrastructure Ireland (TII) Carbon assessment tool and the Irish Green Building Councils (IGBC) Lifecycle Assessment Tool have been used for this assessment. This assessment has been undertaken in line with the Institute of Environmental Management and Assessment (IEMA) guide 'Assessing Greenhouse Gas Emissions and Evaluating their Significance', 2nd Edition, 2022 and
- Climate Change Risk Assessment (CCRA) – This analysis examines how a changing climate could affect a project and its surrounding environment. The assessment considers a projects vulnerability to climate change and identifies adaptation measures to increase project resilience. It has been conducted in accordance with Transport Infrastructure Ireland (TII) (2022a) PE-ENV-01104: Climate Guidance for National Roads, Light Rail and Rural Cycleways (Offline & Greenways) – Overarching Technical Document

Existing Environment

In 2023, Ireland's GHG emissions are estimated to be 58.82 million tonnes carbon dioxide equivalent (Mt CO₂eq), which is 6.1% lower (or 3.79 Mt CO₂eq) than emissions in 2022 (62.26 Mt CO₂eq) and follows a 3.0% decrease in emissions reported for 2022. Emissions are 3.3% below the historical 1990 baseline for the first time in 33 years.

Impacts to the Proposed Development as a result of climate change involve increases in temperatures and increases in the number of rainfall days per year. Ireland has observed increases in the annual rainfall in the north and west of the country, with small increases or decreases in the south and east including in the region where the Proposed Development will be located.

Impact Assessment

Do Nothing Scenario

If the Proposed Development were not to proceed, greenhouse gas emissions and climate conditions at the site will remain as per the baseline and will change in accordance with trends within Irelands Greenhouse Gas performance and climate changes (including influences from

potential new developments in the surrounding area, changes in road traffic etc). Under the Do-Nothing Scenario construction works associated with the proposed development will not take place. Impacts from embodied carbon, increased traffic volumes and associated emissions from the proposed development will also not occur. Therefore, the do-nothing scenario is considered neutral in terms of climate.

Construction Phase

Construction CCRA

A detailed Climate Change Risk Assessment of the construction phase has been scoped out, as discussed in Section 8.6.4.5, which state that there are no residual medium or high-risk vulnerabilities to climate change hazards and therefore a detailed CCRA is not required. However, consideration has been given to the proposed development's vulnerability to the following climate change hazards with best practice mitigation measures proposed.

Construction GHG Emissions

The total embodied carbon for the construction phase, including the maintenance and replacement of materials throughout the development's lifetime, has been calculated at 40,767 tonnes of carbon dioxide equivalent (see Figure 1 below). Since the overall Green House Gas emissions from the development cannot be directly compared to a single sector's 2030 carbon budget, the emissions are categorised into different assessment areas.

When annualised over the Proposed Development's 60-year lifespan, the estimated total Green House Gas emissions amount to 0.0007% of Ireland's total Green House Gas emissions in 2023 and 0.0012% of Ireland's non- Emissions Trading Scheme 2030 emissions target. Specifically, emissions from transport-related activities account for 0.0069% of the 2030 Transport budget, construction waste emissions represent 0.0412% of the waste budget, and industry-related emissions comprise 0.0103% of the 2030 Industry budget.

9. NOISE AND VIBRATIONS

The noise and vibration chapter of the Environmental Impact Assessment Report has been prepared by Wave Dynamics Limited, an Acoustic Consultancy specialising in noise and vibration. The Noise and Vibrations chapter of the EIAR addresses the potential noise and vibration impact of the proposed development at Nemestown, Kilmore Quay, Co. Wexford.

The assessment considers the noise and vibration impact of the short-term construction phase and the long-term operational phase on the surrounding environment.

Existing Environment

The assessment of direct and indirect, and cumulative noise and vibration impacts on the surrounding environment have been considered as part of the assessment.

An attended and unattended baseline noise survey was undertaken on the site to establish the background noise levels in the area for the purposes of assessing the noise impact on the existing noise sensitive receptors. The prevailing noise levels were from road traffic noise.



Figure 9-1: Aerial view of the site location, noise sensitive locations, measurement locations, and the surrounding area.

Impact Assessment: Do Nothing Scenario

Under the Do-Nothing scenario, the prevailing noise environment at the closest noise and vibration sensitive locations will remain in line with those measured during the baseline study and hence will be of neutral effect in terms of noise and vibration impact.

Construction Phase Noise

For the construction phase the cumulative noise impact from construction was assessed based on a worst-case scenario i.e. all sites in construction at the same time (hotel, lodges, restaurant, etc). The noise sensitive receptors were considered in each direction from the site and their proximity to the construction works. The cumulative noise impact from construction noise was predicted at each noise sensitive location. The cumulative noise impact from the construction activities without mitigation was predicted to comply with the project criteria. Mitigation measures have been specified to control the noise and vibration impact from construction activities. This includes the use of screening via hording, low noise plant and construction noise and vibration monitoring.

Construction Phase Vibration

Vibration from construction activities was considered. The main source of vibration during the construction will be the piling which is likely part of the hotel construction. It is not anticipated that the vibration will have a negative impact on the sensitive receptors however precautionary vibration monitoring has been recommended during the construction period to ensure any potential vibration impact is controlled. Vibration limits from the construction phase have been set for the development for the purposes of monitoring the vibration impact.

Operational Phase Noise

For the operational phase the main sources of noise are the additional traffic on the roads surrounding the development, noise from activities on the site such as padel courts, crazy golf, events centre, leisure centre, external amenity spaces, car parking and the plant and equipment. The noise levels from the operations of the development have been predicted based on the measured noise levels from similar developments. The assessment included car parking, padel court noise, crazy golf noise, noise from external amenity space usage, external event space patio and leisure centre deck, along with break out music noise from the event space in operation. Specifications for the plant and equipment were not yet available, therefore limits have been set based on the results of the baseline noise survey, plant and equipment noise levels should be checked at design development stage by an Acoustic Consultant to ensure compliance with noise limits set out in the Environmental Impact Assessment Report. The additional traffic generated during the Do-Something scenarios is predicted to lead to an increase of 3 decibel at some sensitive receptors along Ard na Ba road, this is categorised as a minor magnitude of change as outlined in the Design Manual for Roads and Bridges, additionally, an increase of 3 decibel is the lower level of human hearing perception.

Operational Phase Vibration

There are no predicted vibration sources during the operational phase, therefore, mitigation measures are not required to control operational phase vibrations.

Cumulative Impact

The cumulative noise impact was predicted to the nearest noise sensitive location in each direction. The cumulative noise impact has been predicted to achieve the project criteria without any additional mitigation.

Mitigation

Construction Phase Noise

Mitigation measures for construction noise include, using low noise equipment, controlling noise at the source with temporary screens, erecting site hoarding, temporary noise barriers, public engagement and noise monitoring at the closest sensitive receptors.

Construction Phase Vibration

Mitigation measures include vibration monitoring at the closest sensitive receptors during the substructure stages of construction when piling operations are likely to occur.

Table 10.2 Summary of construction phase effects post mitigation.

Quality	Significance	Duration	Type
Neutral	Slight	Short-Term	Noise
Neutral	Imperceptible	Short-Term	Vibration

Operational Phase Noise

Based on the worst-case assessment outlined in Chapter 9 of the main EIAR body, the development is compliant with the project criteria. Therefore, no mitigation for operational noise is required.

Operational Phase Vibration

There are no predicted vibration sources during the operational phase, therefore, mitigation measures are not required to control operational phase vibrations.

Table 10.3: Summary of operational phase effects post mitigation.

Quality	Significance	Duration	Type
Neutral	Slight	Long-Term	Noise
Neutral	Imperceptible	Long-Term	Vibration

Residual Effects

Construction Phase

As the construction phase is temporary, there will be no long-term/permanent noise impacts on the surrounding area from construction noise or vibration.

Table 10.4: Summary of construction phase effects post mitigation.

Quality	Significance	Duration	Type
Neutral	Slight	Short-Term	Noise
Neutral	Imperceptible	Short-Term	Vibration

Operational Phase

Operational noise sources include additional traffic on the roads surrounding the development, noise from activities on the site such as padel courts, crazy golf, events centre, leisure centre, external amenity spaces, car parking and the plant and equipment. Based on the noise impact assessment it is not likely that there will be any negative noise impact on the surrounding area.

Table 10.5: Summary of operational phase effects post mitigation.

Quality	Significance	Duration	Type
Neutral	Slight	Long-Term	Noise
Neutral	Imperceptible	Long-Term	Vibration

Monitoring

Construction Phase

Based on the predicted noise and vibration levels during the construction stage, noise and vibration monitoring have been recommended to control the noise and vibration emissions of the construction phase and to protect the surrounding sensitive receptors.

Operational Phase

Based on the predicted noise levels of the Proposed Development in operation there is no noise or vibration monitoring required during the operational phase of the development.

10. LANDSCAPE AND VISUAL ASSESSMENT

This chapter and the associated figures/photo plates included in Volume 3 identifies significant landscape and visual effects, if any, which may occur, or which can reasonably be expected to occur because of the proposed development and the proposed landscape mitigation measures.

A desk based study was carried out of current planning policy related to the site and a landscape and visual study of the wider area beyond the site was carried out. A computer software programme was used to identify possible areas where the Proposed Development may be expected to theoretically be seen from beyond the site boundaries. A number of different locations for the production of verified photomontages were chosen depending on a number of factors. The factors used were:

- expected level of sensitivity of viewer,
- the distance from site,
- expected potential impact and a representative mix of receptors.

The methodology used to produce these verified photomontages give an accurate representation to assess the potential landscape and visual impacts. Over 16 years' experience in the production of landscape and visual impact assessments was also used to assess the potential landscape and visual impacts.

The terminology used to assess the landscape and visual impacts were clearly defined.

The potential for landscape and visual impacts are reduced through the design and layout of the buildings, the retention of the majority of hedgerows, the reinforcement of external hedgerows, planting new hedgerows along with additional planting and ground level changes and a comprehensive planting programme and monitoring. 949 new coastal tolerant trees will be planted. An additional 1396m of new hedgerows are proposed along with pollinator friendly planting, wetland planting, and wildflowers meadows.

During the construction phase the site landscape will undergo a change from agricultural land to an integrated tourist development with extensive landscaping. Relying on experience and on the list of references stated in Chapter 10, and in light of the location that is adjacent to Kilmore Quay village, current landscape character and the current planning objectives of the Wexford County Development Plan 2022-2028, the landscape impacts during the construction stage be moderate, negative short-term impacts by the closest viewers and reduce rapidly with distance to impacts which are minor/negligible, neutral short term impacts.

As the main tree, hedge and shrub elements of the Proposed Development establish and grow the mass of the Proposed Development in view will become increasingly fragmented and less visible. This will reduce the landscape and visual impacts residual moderate/minor local impacts on the landscape and visual character and reduce rapidly with distance to impacts which are minor, neutral and long term impacts.

In addition, it is worth mentioning that developments that at first might be regarded by the public as notable can be expected overtime to gradually diminish and will be perceived as part of the background with time.

Cumulative impacts can be described as impacts that result from changes caused by a development in conjunction with other past, present or reasonably foreseeable actions. Given the close proximity of the lands to the established settlement of Kilmore Quay it is reasonable to expect development of the proposed site. With the implementation of the current and future Development Plan Standards it is reasonable to expect the orderly and legible development of the area which mitigates any landscape and visual impacts to a minor or below impact.

The do-nothing effect refers to the non-implementation of the Proposed Development. The primary effect of this would be that the impacts and effects identified would not directly occur. In the event that the Proposed Development does not proceed it is very likely that the subject site would be developed in the future in some shape or form, in line with planning. If the site is left in its current state, it will be likely continued to be maintained in its current manner and hence a neutral impact will persist on the existing landscape.

11. ARCHAEOLOGY AND CULTURAL HERITAGE

This chapter has been prepared to define and assess any likely significant impacts or effects which the construction and operation of the proposed new Integrated Tourism Resort Complex at Beak and Nemestown, Kilmore Quay, Co. Wexford, may have on the archaeological, architectural and cultural heritage resource. The chapter also describes mitigation measures, based on current information, which may be used to avoid, reduce or offset any likely adverse effects identified.

Construction phase effects may arise as a result of excavation of existing soil deposits for the Proposed Development. The mechanical excavation of existing soils for new buildings, underground services, roads and infrastructure, landscaping, and associated activities, will involve the mechanical excavation of overburden down to and through geologically deposited strata at their identified locations.

There are no Recorded Monuments or any additional statutorily protected archaeological features within the footprint of the project. There are eight Recorded Monuments within 1km of the site. There are no National Monuments, sites with Preservation Orders or Temporary Preservation Orders, World Heritage Sites or Candidate World Heritage Sites within 1km of the site.

There are no Architectural Conservation Areas within the proposed development area. There are no buildings on the Record of Protected Structures for County Wexford within the site. There is one building listed in the National Inventory of Architectural Heritage, within the development site. There are fifteen buildings listed on the National Inventory of Architectural Heritage within 1km of the development site, fourteen of which are on the Record of Protected Structures for County Wexford. The site inspection identified that a ruinous 18th century farm complex that does not have statutory protection, is within the development.

As a result of carrying out this assessment, the following likely archaeological, architectural and cultural heritage direct, indirect, construction, operational, cumulative and residual effects have been assessed.

There are no known and legally protected archaeological sites within the development area. Accordingly, it is assessed that there will be no direct construction phase effect on the recorded archaeological resource. It is assessed that there will be a likely permanent, direct slight construction phase effect on any previously unrecorded archaeological remains that may exist within the project site and which may be discovered during the construction phase.

Archaeological mitigation measures in the form of an archaeological geophysical survey and targeted archaeological test trenching, of the development area, will be completed. The archaeological test trenching will be completed following an assessment of the results of the geophysical survey. The geophysical survey and archaeological test trenching will take place following consultation with and approval by the statutory agencies. There are no cumulative, or residual effects on the archaeological heritage.

It is assessed that there will be a direct slight construction phase effect on the architectural heritage resource. It is assessed that there will be a positive operational phase effect on the architectural heritage resource.

Written, photographic and measured surveys will be compiled of all architectural heritage resources within the development area, to mitigate the risk of adverse impacts during construction phase. The written and photographic records will be created in advance of works commencing on site. There are no cumulative or residual impacts on the architectural heritage.

There are no cultural heritage assets within the development site. There is no construction phase, operational phase, cumulative, or residual impacts on cultural heritage.

12. MATERIAL ASSETS WASTE AND UTILITIES

This chapter was prepared to assess the potential significant effects of the Proposed Development on material assets including built services and waste.

The site is located in a predominantly rural and residential area near Kilmore Quay Beach and is currently used for agricultural purposes. There is no existing onsite electricity use and no existing gas infrastructure on the site. The site lies within an area targeted for broadband rollout under the National Broadband Plan. A groundwater well exists onsite and has been tested for potable use. There is no existing foul network, but a connection to the Kilmore Quay Wastewater Treatment Plant is planned. Stormwater currently drains via open channels to the southeast.

Construction Phase

During the construction phase, temporary electricity supply will be arranged, and generators may be used if necessary. No gas connection is planned, and heating will be provided by electric heat pumps. A temporary water connection will be established, and minor disruptions may occur. Temporary drainage will be installed for site facilities, and stormwater runoff will be managed using settlement ponds and protective measures. These impacts are considered short-term and not significant.

Operational Phase

In the operational phase, a medium-voltage electricity supply will serve the development, potentially requiring a connection to a substation in Killinick. No gas connection is required. Information and Communication Technology (ICT) infrastructure will be supported by existing networks. Water will be supplied by two groundwater wells with a mains backup, and a 1.6 km upgrade to the water network is required. Wastewater will be managed through a connection to the Kilmore Quay Wastewater Treatment Plant with a reserved capacity of 744 PE. Stormwater will be managed using Sustainable Drainage Systems (SuDS). An Operational Waste Management Plan (OWMP) has been prepared, with waste segregation and weekly collections planned. These impacts are long-term and not significant.

Mitigation Measures

Mitigation measures during construction include the implementation of a Construction Environmental Management Plan to manage waste and prevent pollution. During operation, the Operational Waste Management Plan will ensure proper waste segregation and storage, with oversight by the management company to ensure compliance with regulations.

Residual Effects

With the proposed mitigation measures in place, no significant residual effects on material assets are expected from the Proposed Development.

13. TRAFFIC

Introduction

Chapter 13, prepared by Meinhardt, sets out the significance of effects associated with an increase in traffic during the construction and operation of the Proposed Development. The Roads and Traffic study is concerned with the effect of changes in Average Daily Traffic (ADT) on transport infrastructure. The Roads and Traffic study takes cognisance of the Guidelines on the information to be contained in Environmental Impact Assessment Reports (EPA, 2022) hereafter referred to as the Environmental Protection Agency (EPA) Guidelines. These Guidelines make provision for the professional judgement of the author in determining the significance of effects. To support this judgement the following sources were considered:

- Transport Infrastructure Ireland (TII) Traffic and Transport Assessment (TTA) Guidelines (TII, 2014).
- Institute of Environmental Management and Assessment (IEMA) Environmental Assessment of Traffic and Movement (IEMA, 2023).
- TII Publications Project Appraisal Guidelines for National Roads Unit 5.3 - Travel Demand Projections, (TII, 2016).
- TII Publications DN-GEO-03031 - Rural Road Link Design, (TII, 2023).

The scope of the study was agreed with representatives of Wexford County Council (WCC) and addresses concerns from the public regarding the vehicular impacts of the Proposed Development. Scoping with WCC has not identified the requirement to include any committed development.

To inform the study, traffic survey data was collected in August 2024 (between Tuesday 13th August and Monday 19th August 2024). August was chosen as it represents the likely operational peak period of the Proposed Development. A desk-top review, site visit and engagement with WCC also informs the study.

Meinhardt have prepared a TTA in support of the Proposed Development. The TTA provides a quantitative assessment of Proposed Development operational peak hour traffic impacts on the capacity of local junctions in accordance with TII TTA Guidelines (TII, 2014). The assessment methodology for a TTA and Environmental Impact Assessment Report (EIAR) Roads and Traffic Chapter are not the same. The TTA concludes the Proposed Development is not anticipated to have a detrimental impact on peak hour junction performance.

The assessment scenarios for the study are as follows:

- Existing Baseline (2024).
- Do-Nothing (2028, 2031, 2046).
- Construction Peak (Assumed 2028).
- Do-Something (Proposed Development) - Opening Year (2031) and Design Year (2046).

The scenarios take cognisance of TII TTA Guidance 2014.

Existing Receiving Environment

Road links forming the study area are shown in Figure 13-1. Only road links where traffic is anticipated to increase by more than 10% are included in the study area.



Figure 13-1: Study Area Road Links

The character of the road links is predominantly rural in nature with road widths of between 5.75-6.4m and speeds varying from 50km/h to 80km/h, with limited pedestrian provision although on-road cycle routes are available. A comparison of baseline traffic flows with the Transport Infrastructure Ireland (TII) Rural Link Road Design confirm that all road links are currently operating well within their two-way carrying capacity.

Based on the context and character of the existing transport network and using professional judgement the significance of the road links within the study area are as follows:

- R739 – **Medium** on account this is a Regional Road, a bus route, designated cycle route and key to the connectivity of the Kilmore Quay community with the wider local area.
- Ard Na Ba – **Low** on account this is a local distributor road within the village.
- L3056 – **Medium** on account this is a key route to / from Kilmore Quay and is a designated cycle route.

The sensitivity of road links within the study area is considered to be **Medium** on account:

- Baseline traffic flows are, by comparison with the carrying capacity of these types of roads, low thus there would be a sensitivity to change associated with any increase in traffic.

Do Nothing

A series of interventions are proposed, by Wexford County Council (WCC), within Kilmore Quay as part of the Kilmore Quay Traffic Management Plan. The programme for delivery of the Plan is not publicly available.

As no committed developments are to be considered, as agreed with WCC, and the Kilmore Quay Traffic Management Plan is anticipated to have a negligible impact on traffic flows on road links within the study area the 'Do Nothing' scenario is therefore only concerned with background traffic growth.

Background traffic growth is therefore considered for each assessment scenario, informed by Transport Infrastructure Ireland (TII) Project Appraisal Guidelines for National Roads Unit 5.3 - Travel Demand Projections, Table 5.3.2.

1. Character

The Do-Nothing Scenario would have a **negligible** effect on the character of all road links within the study area.

2. Magnitude

The magnitude of change associated with the Do-Nothing scenario would be **low** at all road links, with only a small increase in traffic levels anticipated due to background growth.

3. Duration

The duration of the Do-Nothing scenario can be considered **permanent**.

4. Probability

The probability of the Do-Nothing scenario is assumed **likely**.

5. Consequence

The consequence of the Do-Nothing scenario is considered **negligible**.

6. Effect Significance

The Do-Nothing scenario would have an overall low effect on the existing environment which has low to medium sensitivity. As such, the degree of effect significance can be considered **Slight**.

Characteristics of the Proposed Development

1. Construction Phase Characteristics – Construction Peak Scenario

A 36-month construction phase is anticipated. Whilst a full construction programme has not yet been prepared it is anticipated that peak construction efforts would occur for a 3-month period during 2028. At this point in the programme a maximum of 6 two-way construction movements would occur per hour or 60 no. two-way daily trips of which 80% would be Heavy Goods Vehicles (HGVs).

Table 13-1 demonstrates the level of ADT on road links which are anticipated to form the construction route to / from the site during the peak construction period (2028).

Table 13-1: Construction Peak Scenario ADT Flows

Road Link Number	Road Name	Vehicle Type	Construction Peak ADT
			2028
1	R739 (Site Access ATC)	All	2,633
		HGV	178
2	R739 (Chapel)	All	2,653
		HGV	162

2. Operational Phase Characteristics – Do-Something Scenario

The primary access to the site for all vehicles is via a new priority junction with the R739. For emergency vehicles only and active travel users, access is also available from Nemestown.

For pedestrians and cyclists, a dedicated link (approximately 2.5m wide) is proposed to Echo Beach. Along the R739 from Echo Beach to Ard Na Ba the applicant proposes to provide a new footway within the taken in charge road network as well as a new crossing facility. To the north of the primary site access a footpath is also proposed within the ownership of the applicant. Within the site a network of active travel routes are proposed. A possible future active travel connection is feasible from Echo Beach north to the proposed site access within the taken in charge road network. The feasibility of active travel connections has been agreed with Wexford County Council (WCC).

Table 13-2 sets out the anticipated estimated number of daily external vehicle trips generated by the Proposed Development.

Table 13-2: Proposed Development Estimated Total Daily External Vehicle Trips

Resort Facility	Arrivals	Departures	Total Daily Vehicle Trips
Residents Check In / Check Out	44	44	99
Resident Trips	79	79	159
Visitor Special Event	52	52	104
Visitor Food & Beverage	219	219	438
Visitor Spa	50	50	101
Staff	56	56	113
Servicing	10	10	20

Total	517	517	1,034
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*Rounding errors may exist

Table 13-3b shows the anticipated ADT flows on road links in the study area with the inclusion of operational traffic.

Table 13-3: Do-Something Scenario ADT Flows

Road Link Number	Road Name	Vehicle Type	Do-Something ADT	
			2031	2046
1	R739 (Site Access ATC)	All	3,282	3,407
		HGV	150	192
2	R739 (Chapel)	All	3,301	3,423
		HGV	132	169
3	Ard Na Ba	All	1,188	1,215
		HGV	29	38
4	L3056	All	2,458	2,539
		HGV	73	95

Potential Effects of the Proposed Development

Construction Phase

As Table 13-4 demonstrates, the overall traffic effect of construction traffic on baseline traffic is approximately 2% at each link. The percentage impact of HGVs on each link is between 27% to 30%.

Table 13-4: Construction Peak 2028 Traffic % Change

Road Link Number	Road Name	Percentage Change All Vehicles	Percentage Change HGVs
1	R739 Northbound (Site Access ATC)	2%	27%
2	R739 Eastbound (Chapel)	2%	30%

1. Character

Character change within the study area during the construction phase would be limited to the introduction of a construction access on the R739 and potential reduction in average traffic speeds along Road Links 1 and 2 caused by slower moving construction vehicles.

Therefore, the effect on character is considered **low**.

2. Magnitude

The magnitude of overall traffic generation during the construction phase on Road Links 1 and 2 is considered **low** given the increase in all traffic is 2%.

For HGV traffic, the magnitude on Road Link 2 can be considered **Moderate** due to an anticipated increase of 30%.

3. Duration

The construction phase is anticipated to last 36 months with peak movements occurring for a three-month period, assumed in 2028. Therefore, the duration can be considered **short-term**.

4. Probability

Should the Proposed Development be brought forward the probability of traffic impact during the construction phase is **likely** on all road links.

5. Consequence

The consequence of the traffic impact of the construction phase on Road Links 1 and 2 is considered **low**. The anticipated increase in traffic can be accommodated by the carrying capacity of the road link. A potential reduction in traffic speeds because of increased HGV traffic could result in journey delays.

6. Effect Significance

Based on Sections 13.6.2 to 13.6.6, the Proposed Development would have an overall low effect on the existing environment which has low to medium sensitivity. As such, the degree of effect significance can be considered **Moderate**.

Operational Phase

Table 13-5 provides the percentage change in daily traffic in the study area under the Do-Something scenarios.

Table 13-5: ADT Do Something Scenario % Change

Road Link Number	Road Name	Vehicle Type	Percentage Impact from Do Nothing	
			Opening Year (2031) - With Proposed Development.	Design Year (2046) – With Proposed Development.
1	R739 North-bound (Site Access ATC)	All	19%	18%
		HGV	7%	5%
2	R739 East-bound (Chapel)	All	19%	18%
		HGV	8%	6%
3	Ard Na Ba Eastbound	All	52%	51%
		HGV	0%	0%
4	L3056 North-bound	All	25%	24%
		HGV	0%	0%

The traffic impact in terms of percentage change at each link shows a maximum impact of 52% at Ard Na Ba (Link 3) and a maximum Heavy Goods Vehicle percentage impact of 8% on the R739 in proximity to the junction with Chapel (Link 2).

1. Character

The Proposed Development would impact the character of Road Links 1 and 2 by introducing a frontage to the site along the R739 including a new footway and pedestrian crossing. Additional traffic generated by the Proposed Development may also have an impact on average traffic speeds across all road links due to an increase in Average Daily Traffic.

The change in character during the operational phase for Opening Year and Design Year scenarios is considered **Medium**.

2. Magnitude

A maximum traffic impact of 52% is anticipated on Road Link 3. In line with Institute of Environmental Management and Assets Guidelines this would constitute a **Medium** effect on magnitude.

3. Duration

The operational phase would have a **permanent** effect.

4. Probability

Should the Proposed Development be brought forward the probability of traffic impact during the operational phase is **likely** during the opening year and design year scenarios on all road links.

5. Consequence

The consequence of the traffic impact of the operational phase on all road links is considered **low**. Increased traffic volumes could cause journey delay on road links within the study area. The anticipated increase in traffic can be accommodated by the carrying capacity of the road link.

6. Effect Significance

The Proposed Development would have an overall medium effect on the existing environment which has low to medium sensitivity. As such, the degree of effect significance can be considered **Moderate**.

Mitigation

During all tested scenarios, the maximum degree of significance anticipated is **Moderate**. As such, in accordance with Environmental Protection Agency Guidance, no mitigation is required.

Despite this, to manage the impact of construction traffic, in particular Heavy Goods Vehicles during the construction phase, a detailed Construction Traffic Management Plan (CTMP) would be prepared prior to commencement on site. A detailed Construction Traffic Management Plan is an expected condition of any consent.

Mitigation, in the form of a detailed Mobility Management Plan (MMP) is proposed to manage the impact of the Proposed Development during the operational phase. A Framework MMP has been prepared as part of the planning submission for the Proposed Development. It is anticipated a detailed MMP would form a condition of consent.

Residual Impacts

As no significant effects are anticipated in the study area and with the preparation of a CTMP and MMP no residual impacts are anticipated.

Monitoring

1. Construction Phase

Monitoring of traffic during the construction phase would be undertaken through the preparation and upkeep of a detailed CTMP. This is typically prepared by the lead contractor and includes a monitoring process, agreed in consultation with the local authority, to ensure proper management of construction traffic is adhered to.

2. Operational Phase

The Framework MMP includes measures for monitoring traffic and travel behaviours through the lifetime of the operational phase. This includes aspects such as travel surveys which provide a mechanism for the monitoring of mode share and other travel behaviour aspects.

14. RISK MANAGEMENT

It is critical that any project is screened against potential risks which it might encounter and/or impose on the nearby environment during its construction and operational phase. This chapter sets out the assessment of the vulnerability of the Proposed Development.

To understand the potential consequences and predicted impacts of any major accident or disaster due to the Proposed Development and the vulnerability of the project, a desk study was undertaken. The assessment reviewed:

- The vulnerability of the project to major accidents or disasters.
- The potential for the project to cause risks to human health, cultural heritage and the environment, because of that identified vulnerability.

A methodology has been used including the following assessment:

- Identifying and screening the hazards;
- Screening the hazards;
- Identifying the impact;
- Assessing the likelihood of the major accident or disaster occurring, and
- Assessing any risks that remain.

The design has considered the potential for flooding, road accidents, invasive species or fire within the design methodology. From this, it is considered that the vulnerability of the Proposed Development to major accidents and/or disasters is not significant.

15. INTERACTIONS

Interrelationships between various environmental aspects must be considered when assessing the impact of the proposed development, as well as individual significant impacts. The significant impacts of the proposed development and the proposed mitigation measures have been detailed in the relevant chapters of this report. However, as with all developments that poses potential environmental impacts, there also exists potential for interactions/interrelationships between the impacts of different environmental aspects. The results may exacerbate or ameliorate the magnitude of impacts. When considering interactions, the assessor has been vigilant in assessing pathways – direct and indirect – that can magnify effects through the interaction. In practice many impacts have slight or subtle interactions with other disciplines. The environmental impact assessment report concludes that inter-relationships are negligible, and no additional significant effects are identified through effect interactions.

16. MITIGATION AND MONITORING

The Proposed Development will be operated in a manner that will ensure that the potential impacts on the receiving environment are avoided where possible. In cases where impacts or potential impacts have been identified, mitigation measures have been proposed to reduce the significance of particular impacts. These mitigation recommendations are contained within each topic chapter exploring specific environmental aspects.

The mitigation and monitoring chapter of the environmental impact assessment collates and summarises the mitigation commitments made in Chapter 4 to Chapter 13.



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