

14.0 INTERACTION OF THE FOREGOING

Environmental Impact Assessment (S.I. No. 349 of 1989; S.I. No. 93 of 1999) states that not only are the impacts on the individual elements of the environment to be considered, but so too are the interactions between those elements.

In examining the interaction of the potential impacts for this development one must investigate the combined physical, environmental, visual and socio-economic impact of the development on the receiving environment. Table 14.1 illustrates the interaction of impacts assessed for this project.

	Geology	Air	Water	Noise	Climate	Flora & Fauna	Cultural Heritage	Land-scape	Traffic	Human Beings	Material Assets
Geology			✓			✓		✓			
Air				✓	✓				✓	✓	
Water					✓	✓					
Noise									✓	✓	
Climate		✓	✓								
Flora & Fauna	✓		✓								
Cultural Heritage								✓		✓	✓
Land-scape	✓						✓			✓	✓
Traffic		✓								✓	✓
Human Beings		✓		✓							
Material Assets							✓		✓	✓	

Table 14.1 Impact Interaction Matrix

The positive interactive elements of the development should be considered to be both short-term and long-term in nature.

The short term benefits include employment generation and use of local materials and goods, the longer term benefits include suitable redirection of wastes in a technically and logistically desirable location, the diversification of land use in a brownfield site and the conversion of a waste product into a potential refuse derived fuel and the recovery of recyclable material.

Human Beings/Material Assets

Financial benefits will be accrued by local contractors engaged in the construction and decommissioning phase and those associated with the operations of the facility.

Human Beings/Landscape

With regard to visual and landscape impacts, evidence from the photomontages, existing cultural and historical landscape for the proposed development, it is considered that the landscape and visual impact will be minor/negligible.

Human Beings/Noise

Overall, the proposed development will have a negligible impact on the nearest noise sensitive location. The noise impact of construction has been determined and is not considered significant. Noise levels during operation will follow strict noise criteria targets therefore noise levels are not expected to impact on the nearest noise sensitive location. For more specific details refer to Chapter 6 and Appendix 6 of the EIS.

Human Beings/Air

An assessment of existing air quality and potential impacts of the proposed facility is detailed in Chapter 4 and Appendix 4 of the EIS. Emissions from site activities have been generally categorised as dusts, gaseous emissions and odour.

During the construction phase the major air pollutants of concern will be nuisance dusts generated by earth-moving operations and vehicular movements on and off site. It is anticipated that the construction phase will in only last approximately one year in total. Due to the small area of the site (3.54 acres) and control measures in place to minimize both nuisance dusts and engine emissions, it is anticipated that adverse impacts will be negligible.

During the operation phase, best available techniques (BAT) will be implemented in both the design and operation phases to minimize and prevent potential emission sources. Enclosure of all operations including the waste transfer operations, sludge drying and wastewater treatment plant, together with the final treatment of all waste gas streams will ensure that there are no significant impacts on human beings.

Human Beings/Traffic

Traffic flow levels indicate that the increased traffic volume will be well within the carrying capacity of the local road network. Furthermore, deliveries will be managed so as to avoid surges in traffic associated with the site and thus minimise any potential adverse impacts. For further details please refer to Chapter 11 and Appendix 10 of the EIS.

Flora and Fauna/Noise, Human Beings, Landscaping

The flora and fauna at the site are not notable in terms of species diversity, habitat extent and conservation value. All the species recorded at the site are already widely represented locally, and at regional and national levels. The greatest potential for impacts on the ecology of the site is during the Construction Phase of the development, when current site habitats will be permanently removed, which will impact on floral and faunal elements. The Operational Phase will not present any additional impacts to those arising during construction.

Proposed landscaping at the site will introduce new habitat elements to the site and provide opportunities for fauna e.g. birds, to move into, feed, or nest at the site. Many bird species are

opportunistic and will adapt to the developed site. The interaction of noise, human activity and landscaping will deter some species from using the site, but other species will exploit any new available resources.

Refer to Chapter 8 and Appendix 7 for more detail on the ecological elements of the site.

Traffic/Air

Traffic has the potential to adversely affect air quality in the vicinity of the proposed site either through engine emissions or via the generation or transfer of nuisance dusts. Engine emissions of note include PM₁₀, SO₂, NO_x, CO and benzene. Airborne nuisance dusts may be generated by vehicular movements, particularly in dry or windy conditions.

All trucks will be maintained so as to minimize engine emissions. Nuisance dusts will be more likely during the construction phase when vehicles may transfer material off site on their wheels. A mobile wheelwash will be provided at the earliest stage to prevent this and inspection and cleaning of adjacent roads, where necessary, will ensure that avoided nuisance dusts.

Due to the estimated volumes of traffic associated with the site it is anticipated that traffic will have a minimal affect on air quality.

Traffic/Noise

The proposed site is located just off the R634 (the former N25 National Primary Route from Cork to Waterford). Even though the newly constructed Youghal Bypass has alleviated some traffic from this route the background noise level at the proposed site and its surroundings is still affected by traffic noise. The proposed site is not expected to increase traffic levels to the extent that local environment noise levels will be affected. Refer to Chapter 6 and Appendix 6 of the EIS for more specific details.