

Non Technical Summary of the Environmental Impact Statement for the Recycling Centre at Coldwinters, Blakes Cross, Lusk, Co. Dublin

Introduction

Greenclean Waste Management Ltd. presently operate a Recycling Centre on a 1.12 ha site at Coldwinters, Blakes Cross, Lusk, Co. Dublin. The company intend to extend the site to the east to cover a total area of 2.33 ha and to increase the waste throughput at the site from the current 14,500 tonnes/annum to 95,000 tonnes/annum. Waste processed at the site will include non-hazardous, solid, commercial, industrial, household, construction and demolition waste.

The facility will consist of a waste recycling centre that will sort and segregate different types of non-hazardous, solid, dry recyclable waste. Waste will comprise in the main cardboard, paper, plastics, ferrous and non ferrous metals, clay, stones, bricks, blocks, concrete, glass, some domestic waste textiles and wood. Waste segregation will be carried out by a combination of mechanical and manual sorting processes. Waste will be loaded onto a conveyer belt where it will be segregated by various methods including, screening (to separate by size), magnet use to extract ferrous metals, fans to extract light materials such as paper and plastics, and handpicking to effect final waste segregation. A shredder may also be used to 'size' the material and some of the

segregated wastes such as paper, cardboard and plastic will be baled.

All waste handling will be carried out in doors inside the main warehouse structure. This will eliminate any potential for windblown litter, noise and dust. As only minor quantities of organic and putrescible wastes will be processed at the site there will be no significant odours generated. Handling the waste inside a fully contained building with roof, concrete floor and concrete lower walls will eliminate the potential for leachate generation as rainfall will not gain access to the waste.

Segregated wastes will be stored temporarily inside the main warehouse structure awaiting collection and transportation to other recycling facilities. It is planned that some 80% of the waste will be recycled and recovered. The remainder will be disposed at EPA licensed landfills or exported to approved recycling/disposal facilities.

All waste delivered to and from the site will be transported in fully contained trucks with tarpaulin covers and will comply with all waste collection permit requirements.

This section forms part of the Environmental Impact Statement (EIS) relating to the proposed development has been prepared by Greenclean Waste Management Ltd. and their Consultants to accompany planning applications to Fingal County Council and a Waste Licence Application to the Environmental Protection Agency (EPA).

The EIS describes the receiving or existing environment into which the proposed development will be placed. Potential impacts resulting from the development are outlined in the EIS together with proposed mitigation measures, which will prevent or reduce the identified potential impacts.

This Section summarises the EIS and describes the scale and scope of the proposed development.

Location and Setting

The site is located in a small industrial park in the townland of Coldwinters at Blakes Cross, Lusk, Co. Dublin. The site will measure 2.33 ha., is generally flat at a height of approximately 10 m.OD and is bounded by the N1 national primary road (downgraded to the R132 since the opening of the M1 motorway) to the west, by a garden centre to the north, by agricultural lands to the east and by other industrial units to the south. The site was formerly owned by Farringtons for the storage and packaging of animal feed, fertiliser, grain and seed products. The existing site infrastructure comprises a large double warehouse (2,533 m²) an office (103m²), an open yard, a bunded diesel tank, weighbridge, fencing and lighting among others.

The site is served by three phase electricity, telecommunications, public water mains, storm water drainage and foul water drainage. There is an existing waste water treatment plant that services all of the industrial units in the industrial park.

However, the Company have installed their own independent treatment plant system at the site.

Planning Context

The Fingal County Council Development Plan was consulted and the development of the Recycling Centre is consistent with the current planning status and policies for the region.

The site is situated within an area zoned "Objective B" – "to protect and provide for the development of agriculture and rural amenity". With regard to the development strategy for such rural areas, the Fingal County Council Development Plan states that the rural area is seen as a landscape, agricultural and rural resource, which must be protected from urban-based development.

Section 7.3 of the Fingal County Council Development Plan states the following as development objectives for the rural area:

- To promote sustainable social and economic development in the rural areas including the coastal corridor;
- To protect and improve high amenity areas and to prohibit development not directly related to those areas' amenity potential or their use for agriculture including hill farming;
- To ensure that new development does not impinge on landscapes of special

value or sensitivity or on areas designated as sensitive landscapes.

The Development Plan states, in relation to development within areas zoned "B", that any new development requiring a rural location should not seriously detract from the agricultural use of these areas or the landscape character area, or intrude on the visual amenity of the area. With regard to the potential of the establishment of a Recycling Centre within an area zoned "B", the Development Plan states that such a land use would be "Open for Consideration". The subject site is not situated within a landscape area with any special designation, for reasons of scenic or habitat value. Furthermore, the site is adjacent to other similar land uses, located adjacent to a main road, lessening visual impact on the surrounding countryside. We contend that the proposed development would not detract from the visual amenity of the area.

Although situated within an agricultural-zoned area, the site has been in use as an agricultural-related industrial facility for over ten years. This is also the case with the adjoining sites, where there has been an air freight company operating for a number of years. In addition, there is an area of land zoned "Objective E – to facilitate opportunities for general industrial employment and related uses in established industrial areas", located to the south-east of the subject site. Therefore, the development plan recognises that, although the lands are still zoned agricultural, there has been established industrial land use in this area for many years.

To conclude, there are established industrial & commercial (warehouse-type) units on the site, and the establishment of a Recycling Centre is generally acceptable within areas zoned "B". In addition, the subject site is located adjacent to an area of land zoned "Objective E" – "to facilitate opportunities for general industrial employment and related uses in established industrial areas". Clearly, the development of this site would be in accordance with these industrial-related and employment-generating objectives

National and Regional Waste Policies

National Policies on Waste Management and the Waste Management Plan for the Dublin Region (comprising Fingal County Council, Dublin City Council, South Dublin County Council and Dun Laoghaire-Rathdown County Council) were researched to ensure that the proposed Recycling Centre was compatible with the policies and aspirations of these policy documents. The proposed development fits in well with National Policies and the Waste management Plans in terms of the following: (i) Meeting national targets by promoting recycling, reuse and recovery over landfill and in dealing with priority waste streams (ii) Fits in well with the role of private sector involvement in waste management as stated in the policy documents and waste management plans; (iii) The Proximity Principle – the proposed site will be located proximal to the source of waste arisings within the Company's waste collection

region in the Greater Dublin region and is easily accessible via the N1 national primary road (R132), the M50 motorway, the M1 motorway and the proposed Dublin Port Tunnel (iv) Polluter Pays Principle – The full costs of recycling and disposal of waste will be borne by the Greenclean Waste Management Ltd. customers by collection fees. (v) The Recycling Centre has been located in accordance with all criteria as set out in the Waste Management Plans and all other relevant environmental Regulations and guidelines.

Alternatives

Alternative waste management practices broadly include the 'prevention' of waste, energy recovery (thermal treatment) and waste disposal. Greenclean Waste Management Ltd. is not a waste producer and therefore has no control over the prevention of waste. The proposed recycling centre will provide a better and more acceptable alternative for the management of waste compared to either energy recovery (thermal treatment) or waste disposal (to landfill).

Greenclean Waste Management Ltd. made preliminary enquires about a number of alternative site locations for their recycling business prior to acquiring the Coldwinters site and applied for planning permission at a site in Rathmooney, Lusk, Co. Dublin. However, the company did not proceed with this site as the access roads were deemed to be too narrow. The Coldwinters site is considered an optimum location in terms of access, proximity to waste sources and

taking into account all environmental considerations.

Existing Environment

The development site is located in a small industrial park in a semi urban/rural type setting.

There are 24 houses and 9 business located within 500m of the site. The nearest residence is located approximately 50m to the north of the proposed facility

Lusk is located 2.5 km northeast of the site, Donabate 3.5km to the east and Swords 4.5km to the south of the site.

The development site is flat at a height of approximately 10 m.OD. The site is drained by the Ballough stream which flows through the site and adjacent lands are predominantly agricultural with industrial and commercial units to the south and north of the site.

The average annual rainfall for the area is estimated at 733mm. The main wind direction is from the West and the south west. Average annual temperatures range from 5°C in Winter to 15°C in Summer.

Results from several air monitoring stations operated by Fingal County Council in the Fingal region indicate that ambient concentrations of SO₂, NO₂, Benzene, Lead and PM₁₀ are all less than EU standards.

Total dust was monitored at 3 No. Locations on the site and the results indicated that

dust levels are well within the recommended deposition limit of 350 mg/m²/day (TA -Luft guidelines).

Noise measurements were made at the site boundaries and nearby sensitive receptors. Baseline values were representative of a setting in close proximity to the N1 road (R132). Other noise emitters included agricultural machinery in the vicinity of the site and occasional noise from works at Balleally landfill and aircraft passing overhead.

The bedrock underlying the site at Coldwinters is interpreted as the Tobercolleen Formation, the Basinal member of the Calp Limestone. These are dark grey, calcareous, commonly bioturbated mudstones and subordinate thin micritic limestones. Fossils are generally scarce, but a goniatite fauna occurs towards the top. The Tobercolleen is extensively slumped and contains blocks of Waulsortian and locally derived limestones in this area north of Portmarnock.

The bedrock is overlain by a relatively thick layer of glacial till overburden ranging in thickness from a minimum 1.8m to perhaps 10m. The soils are classified as the Grey brown Podzolic Group.

The aquifer status of the bedrock underlying the site has been classified by the Geological Survey of Ireland as a 'Poor aquifer (PI) - generally unproductive except in local zones. It is reported that all houses/businesses within 500m of the site are connected to the public mains water

supply. Groundwater flow beneath the site is likely in a southeasterly direction mirroring the surface water drainage pattern. Regional flow may be more easterly towards Rogerstown Estuary. The available information suggests that natural aquifer vulnerability should be assigned a rating of moderate to high.

The site is drained by the Ballough Stream which drains to the Irish Sea at Rogerstown Estuary.

3 No. surface water samples collected on the stream upstream and down stream of the site indicated generally good quality water. There was an elevated level of ammonia in the sample at Newhaggard Br. located downstream and representative of water quality between the southeastern corner of the site and the Newhaggard Br.

The proposed site is not covered by any nature conservation designations, although it is very close to the northern tip of the Rogerstown Estuary Special Area of Conservation (SAC). The Ballough stream runs into the SAC just 100m downstream.

The principal habitats recorded at the site were buildings and artificial surfaces, depositing/lowland river, hedgerow, treeline, arable land and grassy verge. None of these habitats are considered rare or unique to this particular location. No EU Annex I priority habitat types were recorded at the site.

The buildings and artificial surfaces, treeline, hedgerow, arable land and drain are

considered to be of low ecological value, owing to their low species diversity.

Compared to the other habitats, a good species diversity was recorded in the grassy verge area. This habitat is considered to be of low to medium ecological value. The stream habitat is of high ecological value as it feeds straight into the Rogerstown Estuary SAC and SPA 100m downstream.

Although no signs or tracks were noted, the habitats present on site provide conditions suitable for a number of common and widespread mammal species: fox, common rat, pygmy shrew and wood mouse. The grassy river banks provide suitable conditions for small mammals such as shrews, mice and rats. While no signs of otter activity were noted, it is possible that they may occasionally come this far upstream from the coast, foraging for food. There are, however, no suitable areas on site for otters to rest or have their holts.

The presence of the river and the adjacent hedge to the east of the site together with several old buildings on adjacent land make for conditions suitable for bats. It is possible that bats may occasionally cross the site when feeding, as the river and its adjacent hedge provide good feeding areas. It is unlikely that bats roost on the site, however, as the buildings on site are unsuitable for their requirements. There are more ideal roosting areas on land in the vicinity of the site in old farm buildings and mature trees.

No sign of badger activity was noted. They tend to favour hedgerows and banks for

locating their setts and this type of habitat was not extensive enough on site.

The site is located in a small industrial park dominated by commercial and industrial units. Therefore the predominant landuse in the immediate vicinity is industrial/commercial. However the surrounding area is dominated by agricultural usage with tillage and arable farming as well as scattered rural housing.

Nearby population centres include Lusk village located 2.5km north-east of the site, Donabate 3.5km east of the site and Swords located some 4.5km south of the site.

There are some 33 No. dwellings and 10 No. businesses within 1 km of the site. Local employment is provided by the businesses in the industrial park and other nearby businesses including Bed and Breakfast facilities and by agriculture. The proximity of the locality to Swords, Dublin Airport and the greater Dublin region provides a greater range of employment opportunities to the local populace.

The morning and evening peak traffic hours were recorded in the surveys as being 0800-0900hrs and 1700-1800hrs respectively.

The landscape character in the direct vicinity of the development is commercial/industrial and rural in nature, comprising commercial and industrial units, to the north and south of the site and agricultural land with tillage and pasture lying directly to the east and northeast of the site. Similarly,

predominantly agricultural land lies to the West of the N1.

The site is well screened from the north by a row of mature leylandii conifers and there is patchy screening provided by shrubs and low trees along the eastern boundary and to a lesser extent by a broken hedgerow along the western boundary. Views from the south are blocked by the adjacent industrial units. There are views of the site from some dwellings on the R127 road, from the minor road north of the site and from the N1 west of the site.

There are no Tree Preservation orders identified in the direct vicinity of the proposed site no listed buildings or buildings under consideration for preservation in the direct vicinity of the site and no areas identified as Sensitive Landscapes or Special Amenity Areas in the vicinity of the site. There are no views of the site from the protected view at Corduff on the regional road to Lusk (R127), approximately 600m from the site

There are no prehistoric monuments recorded within the 1km catchment area of the site at Coldwinters. The western half of the site itself has already been developed as an industrial unit with warehouse and hardstanding. Therefore, any surficial archaeology at this part of the site will already have been removed.

There are no tourist features in the direct vicinity of the site. Agriculture and horticulture are by far the most important material asset in the locality and this is

mainly given to grasslands and arable farming including nurseries and glasshouses. There are 2 No. Bed and Breakfast guesthouses located just off the N1 to the north of the site.

The N1 road, from which the site will be accessed, is located immediately to the west of the site. The nearby Regional road network including the R127, R128 and R129 are located within 1-3 km of the site. The main Dublin-Belfast railway line is located some 3km to the east of the site. The facility is served by it's own ESB substation in the south east corner of the site. The Balleally Landfill is located approximately 2km to the east of the site. There are no quarries or sand pits of significance within the vicinity of the site.

Description of the Proposed Development

Greenclean Waste Management Ltd. propose to develop a recycling centre for the treatment and processing of non-hazardous solid recyclable waste. The facility will process commercial, industrial, household, construction and demolition wastes comprising in the main of paper, cardboard, plastics, timber, ferrous and non ferrous metals, clay, stones, bricks, blocks, concrete, glass, some domestic waste and textiles. The Company plan to process some 95,000 tonnes/annum within five years.

The existing site infrastructure consists of the following:

A large warehouse measuring 2,533 m² composed of reinforced concrete floors with internal drainage, precast lower (3.5m high) walls and upper walls and roof composed of ridged asbestos cladding. An open yard composed of concrete paving to the south of the warehouse. A hardstanding area to the west of the warehouse. Existing single story office measuring some 103m². A weighbridge located adjacent to the office, the site entrance at the southwestern corner of the site and approximately 1.21 ha of agricultural land to the east of the stream. A bunded diesel storage tank (c. 50,000 litres capacity). Some fencing, lighting and a right of way access from the R127 through the industrial estate.

The Company plan to improve the site infrastructure in the following ways: Provide additional single story site offices measuring 130m² adjacent to the existing offices and linked by two covered walkways. The offices will house the reception area, managerial and administrative offices, the weighbridge operators office, meeting room, canteen and tea room, lockers and washrooms, male, female and disabled toilets and a file store. A new truck maintenance workshop will be constructed along the southern boundary of the site.

Open areas to the west of the warehouse and along the southern half of the eastern boundary will be paved with asphalt. Much of the lands to the east of the stream will be paved with asphalt to provide car and truck parking and empty skip storage areas. A wheelwash will be installed to the east of the

weighbridge. This will recycle the washwater and dirty water will be directed to the site drainage system. All trucks entering and leaving the facility will be required to pass through the wheelwash.

It is proposed to remove the existing 50,000 litre oil tank and install two new oil storage tanks and bunds. One of these will comprise a new road diesel storage tank and the other will store plant diesel. The oil tanks will be double contained and will be surrounded by an acco drain and all loading/unloading of oil will be carried out within the catchment of the acco drain. The drain will be directed to the site drainage system and a class 1 full retention oil interceptor. It is proposed to install a double contained oil storage tank adjacent to the northern side of the new truck maintenance workshop. This tank will be used to store waste oil from machinery maintenance and any waste oil inadvertently brought on site in the middle of a waste load. A waste inspection area will be constructed adjacent to the northern wall of the main warehouse and a waste quarantine area will be provide inside the warehouse along the western wall of the building. These will be containment structures. A 2.1m high green chainlink fence will be erected around the western, northern and eastern boundaries. A galvanised steel gate will be erected at the existing site entrance. The existing site entrance/exit onto the N1 road at the southwestern corner of the site will be maintained. Drainage from the warehouse roof will be collected and directed to the Ballough stream via storm water attenuation tanks incorporating a hydrobrake to regulate

flow to the stream. All yard drainage will be collected by silt trap gullies and directed through a klargester class 1 full retention oil interceptor. The foul water system consists of a Biocycle wastewater treatment system. Treated effluent will be pumped from here to a percolation area located in the northwestern corner of the site. Adequate lighting and 5 No. security cctv cameras have been installed on site. Traffic will be controlled by signage and direction from the weighbridge operator. Fire fighting water will be provided by the public mains water system, fire engine trucks and the Ballough stream in case of emergency. Fire alarms have been installed in all buildings. Fire extinguishers and fire hoses are installed strategically within the office and warehouse. Every entrance/exit to the warehouse will have a low concrete ramp installed. In this way the vast bulk of any contaminated fire water will be contained within the warehouse building. A dust suppression system has been installed inside the warehouse. This consists of 5 No. rotary atomisers that produce a water mist that attaches to the dust particles and causes them to sink to the floor. These also have the capability to be used for spraying perfumes or insecticides in the unlikely event that they will be required. Individual parts of the recycling plant have dust suppression spray systems installed and there is a negative air pressure system in the hand picking station.

Waste will be transported to the site by trucks or skips. All wastes will be covered by tarpaulin or netting. Trucks arriving on site will go directly to the weighbridge where

the waste will be inspected and the waste load will be weighed and fully documented. The truck will then be directed through the wheelwash and to the main processing area of the warehouse. The waste will be tipped on the floor and inspected. If it requires detailed inspection it will be removed to the waste inspection area. Any unacceptable wastes will be then removed to the waste quarantine area where they will be stored temporarily until they are exported off site to authorised facilities. Acceptable wastes will be processed as follows:

The larger wastes types (bigger than 1.2m on any dimension) will be segregated from the tipped out waste by a grab machine. These usually comprise large pieces of timber and metals. The remaining wastes are loaded onto the processing line. The processing line comprises a range of waste segregation elements including tromel screen, star screen, magnets to remove ferrous metals, a windshifter to remove lighter fractions of waste such as plastics, paper and cardboard, eddy currents to remove non-ferrous metals and handpicking lines where individual waste types can be picked out and segregated. The end result of the processing segregates wastes into different waste types and sizes. Wastes may then be sized, baled or compacted into trucks for export off site. It is planned that the process will recycle approximately 80% of the waste received on site. Recycled wastes will include paper, cardboard, metals, timber, plastics, cover material for landfills and refuse derived fuel. These may be baled and will be exported off site to relevant facilities for further processing. The

residual waste will be compacted and exported off site for disposal at Balleally landfill or other licensed facilities.

It is proposed that the facility will be open from 0800hrs to 1800 hrs Monday to Friday and from 0800 hrs to 1400 hrs Saturday for the receiving of wastes. The facility will be open for 1 hour before and for 2 hours after these times in order to facilitate site preparation in the mornings and to complete waste processing and tidying up in the evenings. The facility will be closed Sundays and bank holidays.

All wastes accepted at the site will be inspected, weighed and documented at the weighbridge as it enters the site. There are specially designed waste inspection and waste quarantine areas where wastes can be given a detailed inspection and quarantined if necessary. Any unacceptable wastes will be quarantined on a temporary basis and removed off site to a relevant licensed facility at the earliest opportunity. Wastes that have been processed will be weighed and documented prior to their transport off site.

The location and the design of the facility along with the specified processes, procedures and mitigation measures will preclude the generation or impact from any potential nuisances such as aerosols, birds, dust, litter, odours, vermin or traffic.

There will be some emissions associated with the operation of the facility as detailed in the main body of the EIS. These will include noise, dust, treated effluent and

storm water emissions. The facility has been designed and the operation will be such that the volume and duration of these emissions along with the proposed mitigation measures will not allow for any significant impact on the local environment.

It is proposed to carry out dust, noise and surface water monitoring at the facility on a regular basis. Any environmental monitoring programme will be agreed with the EPA and/or the Local Authority in advance and will include all requirements that either of those bodies may have in relation to monitoring.

A decommissioning plan has been devised for when all operations cease at the site. It is planned that the site and basic infrastructure will be sold on to a prospective buyer. All other plant, equipment, machinery and infrastructure will either be sold or dismantled and recycled. All waste will be removed off site and the entire property will be swept and cleaned to an acceptable standard. A post closure monitoring programme will be put in place in order to monitor the decommissioning process and the environment after the facility has closed.

An Emergency Response Procedure (ERP) has been devised and includes contingency planning in the unlikely event of an emergency. Plant and equipment breakdown will be handled rapidly by repairs or hire of alternative plant and equipment. Any leakages or spillages of oil will be handled by use of oil mats and booms and relevant expertise will be contracted

immediately. Fire fighting capacity is provided for by the installation of fire alarms, extinguishers and water hoses in all buildings and staff will be trained in the use of this equipment. The fire brigade will be contacted immediately. Certain staff members will be trained in first aid management in order to deal with minor health and safety incidents. Phone numbers for all emergency services will be clearly posted adjacent to all telephones on site. All emergencies will be immediately reported to the EPA, Fingal County Council and the Eastern Regional Fisheries Board as appropriate.

Potential Impacts, Mitigation Measures and Likely Significant Effects

The proposed Recycling development has the potential to impact on the receiving or existing environment at Coldwinters. However, by designing the facility to best international standards and by operating the facility under a Waste Licence to be issued by the EPA the potential for impacting on the environment is greatly reduced or eliminated in many instances. Also, the implementation of a range of mitigation measures will ensure that the facility can be operated without causing nuisance to the local environment.

There will be no significant effect on climate from the proposed development

As only minor amounts of putrescible wastes will be handled at the facility and all wastes are processed within a maximum 48 hrs. there will be no significant impact from

odours. Potential dust emissions will be mitigated by handling all operations indoors, installation of dust suppression systems and a wheelwash and power sweeping and washing the open yard on a regular basis.

Treating all wastes inside the warehouse provides significant noise abatement for the process. Additional measures include the construction of a timber fence along the northern boundary between the N1 and the northwestern corner of the warehouse, keeping the main entrances/exits to the warehouse closed except when necessary, use of modern plant and equipment which include silencers and other noise reduction measures, installation of a low clay bund along the western boundary and planting of shrubs and trees etc. The site will be operational during daytime only, half day Saturdays and closed on Sundays and Bank Holidays. The bulk of the existing noise is generated from traffic on the N1. Taking into account the existing noise levels at the nearest noise sensitive receptors and the predicted noise levels from the site operations it is likely that there will be no significant impact due to the proposed recycling facility.

There will be no significant impact on soils or geology.

There is a potential to impact on both groundwater and surface waters from the proposed development. Potential impacts could arise from leachate, oil spills/leakages, yard washdown, contaminated fire water and sewage management. The potential for leachate generation will be completely

controlled by treating all waste indoors inside a fully contained building. Therefore, any minor amounts of leachate that generate will be fully contained, collected and exported off site to an authorised waste water treatment plant. All oils and diesels will be stored in tanks or drums with full double containment. Loading/unloading of oils will be carried out adjacent to the tanks with drainage directed to an acco drain. Therefore any leakages/spillages of oils will be collected in the drain and directed through the Klargester Class 1 full retention diesel interceptor. Storm water draining from the yard or washdown from the yard will be collected in a series of silt trap gullies and directed through the Klargester diesel interceptor prior to discharge to the Ballough stream via the stormwater attenuation tanks. In the unlikely event of a fire at the facility water used to fight the fire will be largely contained within the warehouse as the floor and lower walls are constructed of reinforced concrete and low concrete ramps will be provided at every entrance/exit to the warehouse. Effluent from the site canteens and washrooms will be treated on site in an independent treatment system. Effluent will be treated in a Biocycle treatment plant and pumped from there to a designed percolation area in the northwestern corner of the property. All of these measures will ensure that there will be no significant impact on either groundwater or surface water at the facility.

The operation of the facility as proposed will not significantly impact on local flora or fauna. The provision of screen planting along the western and eastern boundaries

with native indigenous species will provide a minor beneficial impact in terms of habitats.

Potential impacts to the local community include impacts from traffic, noise, dust, litter, odours, visual intrusion, vermin, groundwater and surface water. All of these elements are detailed in the EIS and indicate little or no impact on the local community. The facility will create some employment and will require certain services and this will provide a positive impact in terms of the local economy.

The additional traffic generated by the proposed development is likely to constitute less than a 1% increase in traffic volumes in the vicinity of the proposed development site.

From our investigations it is concluded that the increases in traffic in the vicinity of the proposed development will be imperceptible to both road users on the local roads network and users of the existing industrial estate.

There will be no significant negative visual impacts resulting from the proposed development. The removal of the conveyor housing and the construction of a clay bund along the western boundary with associated native trees and shrubs on the clay bund and along the eastern boundary will improve the landscape and visual amenity value of the site. The proposed new truck maintenance workshop will be constructed along the southern boundary of the site adjacent to the existing similar type structures and will be finished in a 'goose

wing' grey colour to blend in with the existing landscape.

The impact on the cultural heritage of the site and environs by this development will be negligible. It is likely that if any archaeological remains were present on the existing site they have been destroyed by pre-existing development. Any development on the land to the east of the stream will be fully surveyed by qualified archaeologists prior to development and any remediation works or detailed investigations etc. will be carried out should they be required.

The proposed conversion of the existing agricultural grain storage processing facility to a waste recycling centre will have no significant impact on material assets within the vicinity of the site or the broader region.

The main possible impacts on local infrastructure include impacts on roads and traffic and are discussed in the main body of this document and are deemed to be negligible. There will be no significant impacts on agriculture or tourism within the region.

In summary, the existing site will be redeveloped and the proposed facility constructed in accordance with all relevant Regulations and Guidelines, using best practices, and in some cases with comprehensive mitigation measures put in place in order to minimise any possible impact on the local environment. The EIS has detailed all potential impacts on the environment, the mitigation measures proposed and has concluded that it is likely

that there will be no significant effect on the local environment arising out of the proposed development of the recycling centre at Coldwinters.

For inspection purposes only.
Consent of copyright owner required for any other use.